



STAFF REPORT

Green Mountain PRD Pod-B1

File No. SUB18-04 (consolidated files: SEPA18-27, CA18-16)

Type III

July 31, 2019

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| TO | Hearings Examiner | HEARING DATE | August 6, 2019 |
| PROPOSAL | To develop Pod-B1, a 7.9-acre portion of the approved Green Mountain Mixed Use Planned Residential Development (PRD) into 111 residential lots. | | |
| LOCATION | The site is located along NE Ingle Road in the NW ¼ of Section 20 and 21, Township 2 North, Range 3 East, of the Willamette Meridian; and described as tax parcels 986037307 and 173178000. | | |
| APPLICANT | Sterling Design, Inc. 2208 E. Evergreen Blvd. Vancouver, WA 98661 | CONTACT | Joel Stirling (360) 759-1794 |
| APPLICATION SUBMITTED | November 1, 2018; Resubmitted April 1, 2019 | APPLICATION COMPLETE | April 9, 2019 |
| SEPA | The City issued a SEPA Determination of Non-significance (DNS) June 27, 2019, with a comment period that ended July 11, 2019 and an appeal period that ended July 25, 2019. The SEPA DNS was mailed to property owners June 26, 2019 and published in the Post Record on June 27, 2019. Legal publication #224260. No appeals were filed. | | |
| PUBLIC NOTICES | Notice of Application was mailed to property owners within 300 feet of the site on April 17, 2019, and published in the Post Record on April 18, 2019. Legal publication #12360. Notice of public hearing was mailed to property owners within 300 feet of the site on July 17, 2019, and published in the Post Record July 18, 2019. Legal publication #235270. | | |

APPLICABLE LAW: The application was submitted on November 1, 2018 and the applicable codes are those codes that were in effect at the date of application's first submittal, and as specified in a development agreement. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, specifically (but not limited to): Chapter 17.11 Subdivision, Chapter 17.19 Design and Improvement Standards, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, Chapter 18.19 Design Review, and Chapter 18.55 Administrative Procedures. 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 in **bold** type.]

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SUMMARY

Application has been made to the City of Camas for preliminary plat approval to subdivide two parcels totaling 7.9-acres within Pod B1 of Phase 2 of the approved Green Mountain PRD Master Plan community zoned Multi-Family Residential (MF-18). The preliminary plat proposal would segregate this area into 111 lots for 2 detached homes, 6 duplex buildings, 3 triplex buildings, and 22 four-plex buildings ranging in size from approximately 1,300 square feet to 4,662 square feet to accommodate front and alley loaded residential homes. The proposal includes trails, open space/park, private access roads, parking areas, and stormwater detention facilities.

The subject property is bordered by vacant land to the South designated as the Urban Village Area of the Master Plan, the Green Mountain Mixed Use PRD Phase 1 subdivision to the North, NE Ingle Rd to the West, and to the East is community open space that has been previously approved in the Green Mountain Mixed Use PRD.

The site is accessed from N. Boxwood Street and N. Dogwood Street. The site slopes downwards from the Northwest corner down to the Southeast portion of the site with a maximum slope of 15%. The entire project site is an open grassy field that contains two Oregon White Oak trees.

The proposed preliminary plat does or can comply with the applicable standards of the Camas Municipal Code (CMC) and Revised Code of Washington (RCW).

FINDINGS

Title 16 Environment

STATE ENVIRONMENTAL POLICY ACT (SEPA18-27)

CMC CHAPTER 16.07

A SEPA checklist was submitted and a Determination of Non Significance (DNS) was issued June 27, 2019 as the proposed development includes more than ten residential dwelling units per CMC 16.07.020.A.1. The comment period ended July 11, 2019 and comments were received from the Southwest Washington Clean Air Agency (SWCAA) concerning construction dust measures (Exhibit 35), Department of Archaeology and Historic Preservation (DAHP) requiring additional archaeological review and permits (Exhibit 33), and Department of Ecology concerning erosion control measures (Exhibit 34). The appeal period ended July 25, 2019 and no appeals were submitted.

FINDING: Staff finds the comments provided by SWCAA, DAHP and Ecology will need to be complied with.

ARCHAEOLOGICAL RESOURCE PRESERVATION

CMC CHAPTER 16.31

An archaeological predetermination report was prepared for the Green Mountain Mixed Use PRD Master Plan in its entirety, which includes Pod B1. The report and findings are not subject to the open public records act and as such, the City cannot disclose the results. Additional archaeological review including a final archaeological report will be required per the SEPA comment submitted by DAHP. A Site Alteration and Excavation Permit will also need to be obtained prior to any ground disturbing activity with Parcel 986037307 and any work within the adjoining Parcel 173178000 will need an Inadvertent Discovery Plan.

FINDING: A final archaeological report including appropriate permits required by DAHP will need to be submitted to DAHP for review and approval and the archaeological report sent to the tribes per CMC 16.31.160 and will be conditioned as such. Staff finds if potential artifacts are discovered during the course of construction, work must immediately cease and both State Department of Archaeological and Historic Preservation and the City must be notified.

CRITICAL AREAS (CA18-16)

CMC CHAPTER 16.51

CMC Chapter 16.53 Wetlands

The Green Mountain PRD Master Plan site overall contains wetlands. The applicant submitted the Critical Areas Report prepared by Ecological Land Services dated October 5, 2016 for Phase 2 of the PRD (Exhibit 13), which includes Pod B1. However, based on this report there are no identified wetlands or their associated buffers within the boundaries of this preliminary plat for Pod B1. Pod B1 does contain a man-made pond with a plastic-lined bottom that was created as part of the former golf course. This pond is considered an artificial wetland per CMC 16.53.010.C.2.b and therefore is exempt from the provisions of CMC Chapter 16.53.

CMC 16.61 Fish and Wildlife Habitat Conservation Areas-

Two Oregon White Oak trees were inventoried in Pod B1 as shown on Exhibit 16, which are identified as habitats of local importance under CMC 16.61.010.A. The applicant is proposing to remove both oak trees to accommodate the proposed development. The oak impacts will be mitigated for following the Development Agreement (DA) Exhibit E – Tree Preservation Plan (Exhibit 16). The Tree Preservation Plan requires that each development application of the Green Mountain PRD Master Plan will demonstrate that the number of protected trees are in compliance with Tree Preservation Plan. Per page 30 of the Green Mountain PRD Master Plan application narrative (Exhibit 3), if all the trees in Pod B1 are proposed for removal, the proposed Pod B1 development will still comply with the required tree retention per the Tree Preservation Plan.

Mitigation will be implemented through the Oregon White Oak Advance Mitigation Plan prepared by Ecological Land Services (ELS) dated February 24, 2016 (Exhibit 16) for removal of any Oregon White Oaks outside of Phase 1 of the PRD, which includes Pod B1. The plan essentially pre-mitigates any future impacts to the Oregon White Oaks located outside of Phase 1. ELS provided a memo dated May 2, 2019 (Exhibit 14) that indicated that the advance oak mitigation areas were installed in March 2016, are currently in the third year of monitoring and have exceeded their ecological performance to date.

CMC Chapter 16.59.060(C) Geotechnical Evaluation and Assessment-

The Green Mountain PRD Master Plan site overall has some areas that trigger geotechnical review and the PRD was conditioned (Conditioned #24) that each development phase of Green Mountain will need

to submit a Geotechnical Report (Exhibit 7). The Geotechnical Report for Phase 1 was submitted with this application (Exhibit 12), however Phase 1 does not include Pod B1. Clark County GIS mapping identifies a portion of the subject property within an area of slopes of ten percent or greater. As such, additional geotechnical review and approval will be required prior to building permit approval.

FINDING: Staff recommends a condition of approval that the applicant submit a site specific geotechnical report to the City for review and approval prior to building permit approval.

Title 17 Land Development

SUBDIVISIONS (SUB18-04)

CMC CHAPTER 17.11

CMC Chapter 17.11.030(D) Criteria for Preliminary Plat Approval:

The hearings examiner decision on 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.

Comprehensive Plan

The subject property is designated as Multi-Family Low in the City's Comprehensive Plan, which includes the Multi-Family Residential (MF-10) zone designation. However, the PRD Master Plan governs the lot requirements and Pod B1 is listed as MF-18. Pod B1 is intended for attached townhomes or small detached lots to include two-detached, six-duplex, three-triplex and 22-fourplex buildings.

Neighborhood Goal L-3 states, "Create vibrant, stable and livable neighborhoods with a variety of housing choices that meet all stages in the life cycle and a range of affordability." The side building elevations on corner lots are highly visible from the street and should exhibit architectural variation similar to the front of the building façade, including landscaping, in order to avoid blank walls thereby supporting the city's goal of creating vibrant and livable neighborhoods in Camas.

Overall, the 2035 City of Camas Comprehensive Plan supports the subdivision through a number of land use policies such as the following:

- LU Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- LU Policy 1.4: Ensure the park and recreation opportunities are distributed equitably throughout the City and work to achieve park and continuous trail corridors from Green Mountain to the Columbia River.
- LU Policy 2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation.
- LU Policy 3.1: Encourage a variety of housing typologies to support the overall density goal of six dwelling units per acre.
- LU Policy 3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- LU Policy 3.4: Camas residents are protective of the small-town ambiance and family-friendliness of the community. Discourage exclusive neighborhoods, privacy wall, and gated communities.
- LU Policy 3.5: Where neighborhoods adjoin natural areas or trails, ensure connections through neighborhoods to enhance access to recreation amenities.

- LU Goal 4: Develop an interconnected network of parks, trails, and open space to support wildlife corridors and natural resources and enhance the quality of life for Camas residents and visitors.
- T Policy 1.3: Construct streets that are interconnected and avoid long cul-de-sacs or dead ends.

The proposed subdivision will help accommodate the projected growth through utilization of existing land. The proposed houses, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing element of the Comprehensive Plan. Through alternative plat designs, the applicant has proposed a final plat design consisting of a street layout that provides vehicular and pedestrian circulation that interconnects not only within the neighborhood but also with the adjoining area consistent with the Comprehensive plan policies identified above.

Parks and Open Space Plan

The Green Mountain PRD Master Plan includes an extensive park/open space/trail network for active and passive recreation (Exhibit 8). East of Pod B1 is a designated 14-acre community park per the approved PRD Master Plan. Although parks and trails are not required within the boundaries of Pod B1 per the PRD Master Plan, the applicant has elected to provide approximately 0.81-acres of open space area. Approximately 0.54-acres of that open space area is dedicated for a small park/open space area. As shown on the proposed preliminary landscape plan (Exhibit 6), trail connections from N Dogwood Street, N 90th Avenue and N Boxwood Street are shown to link to potential park amenities within the small open space/park. A meandering trail connection is also provided from the sidewalk along NE Ingle Road to the private street within Pod B1 as shown on the preliminary landscape plan (Exhibit 6) and should be a minimum 6-foot wide paved trail per the PRD Open Space, Park & Landscape Master Plan (Exhibit 8).

FINDING: Staff finds the applicant should provide play equipment and/or benches or other park amenities within the small open/space park area as shown on the preliminary landscape plan, if feasible. The neighborhood trails should be a minimum 6-foot wide paved trail consistent with the trail requirements of the PRD Open Space, Park & Landscape Master Plan. The trails and park amenities should be installed prior to final plat approval and conditioned as such.

Neighborhood Traffic Management Plan

The City has a Neighborhood Traffic Management Plan (NTM). The NTM plan identifies the need for installation of acceptable traffic calming features when a proposed development will create 700 Average Daily Trips (ADTs) or more.

A draft *Traffic Analysis Memorandum*, dated September 6, 2018, was prepared and submitted by Kittelson & Associates. The draft memo is an update to Kittelson & Assoc.'s original *Green Mountain Master Plan Transportation Impact Analysis (TIA)*, dated June 2014.

Kittelson referred to the 9th Edition of the Institute of Transportation Engineers (ITE) Manual in order to evaluate the average number of daily trips generated by the proposed development. Land use codes and ADT's were based on single family detached (#210), residential condominium/townhouse (#230), and the proposed number of units for each use. The draft memo estimates that this development will generate a total of 740 ADTs. This development meets or exceeds the 700 or more average daily trips (ADTs) that triggers the requirement for the installation of acceptable traffic calming features. Based on the proposed street layout and the projected ADTs, the applicant will be conditioned to install an acceptable traffic calming feature at the intersection of N Dogwood St. & N 90th Avenue and work with Staff to determine an acceptable traffic calming feature.

FINDING: Staff finds that, as conditioned, this development can or will meet the requirements for traffic calming as noted in the City's NTM plan.

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: Water is available to the proposed development at five different locations, with the fifth location currently under construction. The 18-inch water main installed with the NE Ingle Road Improvements has an 8-inch water service stubbed at the northern end of the proposed development for future tie-in; the 18-inch water main located in N Boxwood Street has an 8-inch waterline on the north side in N 90th Avenue with an 8-inch stub for future development located on the south side; additionally the Green Mtn PRD Ph. 1D extended an 8-inch waterline thru the intersection of N 90th Avenue & N Dogwood Street as well as an 8-inch waterline stubbed to the end of Tract D for future development to the south. The 8-inch stub on the south side is currently under construction will be located at the future intersection of 'South Public Avenue' and N Boxwood Street.

The applicant's current design is not utilizing the existing 8-inch water service stub installed with the NE Ingle Road improvements, but instead is proposing to tie into NE Ingle Road approximately 70-feet north of the existing 8-inch water service stub. The design would extend the new 8-inch waterline thru Tract 'A' of Green Mtn Ph. 1A which is a private stormwater tract. This would require an access easement thru the tract from the adjoining HOA for construction and an access and maintenance easement to the City for the public waterline. Staff does not support this proposal and thereby recommends a conditional of approval that the applicant dead end the 8-inch waterline at the north boundary of the private access tract. Staff recommends the applicant extend 8-inch waterline shown in 'South Private Avenue', thru the proposed Trail Tract and tie into the existing 18-inch water main in NE Ingle Road. Additionally, staff recommends that a new hydrant be installed at the existing 8-inch water service stub on NE Ingle Road as the nearest hydrants on NE Ingle Road are located 300-feet to the south and 550-feet to the north and be conditioned as such.

Additionally, the applicant is proposing to extend the existing 8-inch waterline, at the intersection of N 90th Ave. & N Dogwood Street, south and west thru the center of the development and to install an 8-inch tee at the intersection of N 90th Avenue & proposed 'NE Alley'. An 18"x 8" tee to be installed with Green Mtn Ph. 2A, located at the proposed intersection of N Boxwood Lane & 'South Public Avenue', the applicant is to extend the 8-inch waterline located in 'South Public Avenue' east to tie into the 18-inch water main located in N Boxwood Street. Staff recommends a condition of approval that the applicant extend the 8-inch waterline located in the proposed 'South Public Avenue' east to N Boxwood Street.

The applicant is to provide adequate access and utility easements to the City over private streets, alleys, and access driveway tracts, at the time of final platting, for the purpose of inspection, maintenance and operation of said public water lines and conditioned as such.

Individual water services will be provided to each lot with meter boxes located in the proposed planter strips or at back of sidewalk in areas where the sidewalk is curb tight. Fire hydrants will also be installed in accordance with Camas Design Standards Manual (CDSM) and Fire Department requirements. Irrigation service(s) may also be installed to provide irrigation for landscaping needs. Any irrigation meter(s) proposed will be required to be privately owned and maintained by the HOA and will require acceptable backflow prevention devices. The water main, irrigation service(s), water services, and fire hydrants will be located within the public right-of-way that will serve the proposed lots.

FINDING: Staff finds that, as conditioned, the applicant can and will provide water system improvements consistent with the City's standards.

Storm Drainage: The preliminary stormwater technical information report (TIR), dated October 18, 2018 was prepared by Sterling Design, Inc. The proposed development is located on approximately 7.9 acres.

The stormwater design consists of routing all the stormwater from the site to a two cell stormwater facility that will provide treatment and detention. The facility is proposed to be located offsite on approximately 1.3 acres of property belonging to the Green Mtn PRD Urban Village parcel. CMC 17.19.040.3a requires that storm drainage facilities be located on site. However, on a case-by-case basis a storm drainage facility maybe located off-site provided 'the facility is adequately sized and appropriate agreements are in place for maintenance' for the storm drainage facility.

The City received correspondence from John Schmid, Metropolitan Land Group, LLC the owner of this proposed development, on March 20, 2019, stating the Green Mountain Land, LLC is in support of the stormwater facility being placed on the adjacent Green Mountain Land, LLC property. The correspondence also states that stormwater facility will be sized to accommodate this development, a portion of the Urban Village parcel, and a half-street portion of N Boxwood Street. Staff recommends a condition of approval that the applicant provide the City with a signed copy of the *Option Agreement*, which memorializes the agreement between the two property owners, prior to final engineering plan approval.

The stormwater treatment and detention facility is to be placed into a separate Tract and the City is to be granted right-of-entry for purposes of inspections and will be conditioned as such. The Homeowner's Association (HOA) responsibility for ownership and maintenance is to be fully outlined in the CC&R's and on the recorded plat.

The access to the storm facility is shown to be located at the southern end of 'West Private Street'. The applicant has proposed an 8-foot wide access ramp. This width does not meet standards as stated in the Camas Design Standards Manual. Staff finds the applicant will be conditioned to widen the access ramp to the storm facility a minimum 15-foot wide with a paved surface to the live storage elevation, a minimum 5-foot wide trail/pathway is to be provided around the perimeter of the pond, and a 10-foot by 15-foot paved pad around the storm control manhole is to be provided for accessibility and maintenance.

Prior to final engineering plan approval, a final stormwater report (TIR) is to be submitted to the City for review and approval that includes the required documentation, per Ecology's latest edition of the Stormwater Management Manual for Western Washington (SWMMWW), addressing the feasibility/infeasibility of LID BMPs and conditioned as such.

A note should be added to the face of the final plat that the storm drainage collection system that is located in the private tracts and easements; 'West Private Street', 'South Private Avenue', 'SE Alley', 'NE Alley', the 10-foot landscape buffer tract adjacent to Lots 14-23, storm easement adjacent to Lots 54-68, and the stormwater treatment and detention facility; will be owned and maintained by the Homeowners Association (HOA). Right-of-entry is to be granted to the City for inspection purposes of the stormwater treatment and detention facility and conditioned as such.

FINDING: Staff finds that, as conditioned, the applicant can and will make adequate provisions for stormwater control, conveyance, and water quality treatment.

Erosion Control: Adequate erosion control measures can or will be provided during the site improvements contemplated for this subdivision in accordance with adopted city standards. The Erosion Sediment Control (ESC) plans will ultimately be submitted to the City for review and approval prior to any ground disturbing activities. The applicant will be required to provide an Erosion Control Bond, per CMC 17.21.050.B.3, prior to final engineering plan approval.

Additionally, the applicant is to provide a copy of both their NPDES General Construction Stormwater Permit (GCSWP) and their Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is a part of their

NPDES General Construction Stormwater Permit (GCSWP), which is issued by the Washington State Department of Ecology for ground disturbing activities equal to or greater than one acre. Staff recommends a condition of approval that the applicant will provide copies of the NPDES GCSWP and SWPPP. The copies are to be submitted to the City prior to final engineering plan approval.

FINDING: Staff finds that, as conditioned, adequate provisions for erosion control can or will be made.

Sanitary Sewage Disposal: There is an existing 10-inch gravity sewer main located on the west side of NE Ingle Road that is sufficiently sized to handle the proposed development. The existing 10-inch sanitary sewer main drains to the Goodwin Road Pump Station.

The applicant has proposed a gravity sewer system with manholes throughout the development. The current design proposes to extend the sanitary sewer line to the northern boundary (Lot #10) and then head due west through stormwater Tract 'A', which belongs to Green Mtn PRD Phase 1A, then head south to the existing 8-inch sanitary sewer lateral that was constructed with the NE Ingle Road improvements. Staff does not support this proposed layout and therefore staff recommends a condition of approval that this leg of the proposed system dead end at the north end of the private access tract (Lot 10). The sanitary leg located at the intersection of the proposed 'West Private Street' and 'South Private Avenue' is to be extended through the proposed 'Trail Tract' in order to tie into the existing 10-inch sanitary sewer main in NE Ingle Road.

The applicant is to provide adequate access and utility easements to the City over private streets, alleys, and access driveway tracts, at the time of final platting, for the purpose of inspection, maintenance, and operation of said public sanitary sewer lines.

FINDING: Staff finds that, as conditioned, adequate provisions for sanitary sewer disposal can or will be made.

Existing wells, septic tanks and septic drain fields: CMC 17.19.020 (A 3) requires abandonment of existing wells, septic tanks and septic drain fields. Existing water wells should be properly abandoned in accordance with State and County guidelines prior to final plat approval for the phase they may be located in.

FINDING: Staff finds that, as conditioned, adequate provisions can or will be made for water, storm drainage, erosion control, and sanitary sewage disposal that are consistent with the Camas Municipal Code and the Camas Design Standard Manual.

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 Standards Manual and other State adopted standards and plans;

Roads:

[Public Roads]: NE Ingle Road, along the frontage of the proposed development, is an existing public roadway that is currently unimproved along the frontage Pod B1 South. NE Ingle Road is classified as a 2 or 3 lane collector. The proposed improvements will be a continuation of the frontage improvements, which were constructed with Green Mtn PRD Phase 1A. The frontage improvements along NE Ingle Road are to include road widening, installation of curb & gutter, sidewalk, planter strip, bike lane, and street lighting. At completion of the frontage improvements, the applicant will be conditioned to dedicate the right-of-way to the City.

The proposed development is bordered on the east and northeast by fully improved roads; N Boxwood Street and N 90th Avenue. Both improved roads consist of 60-foot right-of-way with 36-foot paved

surface, curb & gutter, sidewalk, and planter strips. The applicant will construct all interior roads (both public & private), alleys, and the half-street improvement of the proposed 'South Public Avenue' located along the southern boundary.

There are three (3) public roads, 'West Public Street', 'N Dogwood Street', and 'N 90th Avenue', that are proposed to consist of a 52-foot right-of-way, 28-feet paved surface, curb & gutter, detached 5-foot sidewalks and planter strips on both sides, with parking permitted on one-side only. There is an additional public road, 'South Public Avenue', that is to be constructed with a 36-foot half-width right-of-way, 24-foot paved surface, curb & gutter, 5-foot detached sidewalk and planter strip on one side, with parking permitted on one-side only. This will be a fully improved roadway in the future. The public roads, as proposed, are consistent with and will meet the standards set forth in the City's Design Standards Manual. At completion of the on-site public road improvements, the applicant will be required to dedicate all public right-of-way to the City.

[Private Roads]: The private tracts, 'SE Alley' and 'NE Alley', are proposed to be 26-foot wide tracts with 24-foot wide paved surfaces. No parking will be permitted on either side. As a condition of the Fire Marshal, these two tracts exceed the minimum alley standards in order to allow for access by an aerial fire truck to Lots 69-72 and Lots 73-85 as these lots are not accessible from a street frontage. Lots 86-111 will be accessible from N Boxwood Street and the proposed 'South Public Avenue'. Staff concurs with the proposed design.

The private road referenced as 'West Private Street', abutting Lots 1-9 and Lots 16-31, is proposed as a 48-foot wide tract, with a 28-foot wide paved surface, 5-foot wide detached sidewalks and planter strips on both sides, and parking permitted on one-side only. This road section, as proposed, is consistent with and will meet the standards set forth in the City's Design Standards Manual.

Private roads that exceed 150-feet in length require a hammerhead for turnaround. The proposed private road, 'West Private Street', which abuts Lots 15-31, exceeds the maximum 150-foot standard. However, in lieu of the hammerhead, the applicant is proposing to construct two alleys. The 'South Private Avenue' alley abutting Lots 24 and 39; and the 'SW Alley' between Lots 24-31 and Lots 32-39. 'South Private Avenue', abutting Lots 24 and 39, is proposed as a 20-foot wide tract with a 20-foot wide paved surface, no sidewalks, no parking on either side, and a larger corner radius to allow for fire and garbage access. Additionally, 'South Private Avenue' will provide access connection to 'West Private Street' and 'West Public Street'. The 'SW Alley' will consist of a 24-foot wide private tract, with 20-foot wide paved surface, no parking on either side, and larger corner radius at both ends of the alley. Staff concurs with the proposed design.

The private driveway access tract abutting Lots 10-15 is proposed as a 30-foot wide tract, with a 20-foot wide paved surface, and a 5-foot wide sidewalk on one side. The Camas Design Standards for a 30-foot wide private access tract requires the addition of a landscape strip, and no parking permitted on either sides. In order to comply with the Camas Design Standards for a 30-foot wide private driveway access tract, the applicant will be required through a condition of approval to construct the 5-foot wide sidewalk along the frontage of Lots 10-15, install a 4-foot wide planter strip along the side yard of Lot 9, and no parking will be permitted on either side of the private access tract. Additionally, the CC&R's should address that the residents served by the private access tract will be required to place their garbage and recycling cans at the end of the access tract at the private street for weekly or bi-weekly pickups due to the lack of a turnaround at the end of the access tract. Prior to final occupancy, an acceptable address monument and address signs should be installed at the end of the access tract where the access tract leaves the private road and will be conditioned as such.

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

[Street Lighting]: LED Street lighting will be installed along all street frontage in accordance with the Camas Design Standards Manual (CDSM). Street light locations are to be shown on the construction plan. Draft electrical plans are to be submitted for review by the City prior to submittal to Clark Public Utilities.

Additionally, staff finds a conditional of approval is required that a plat note should be added to the face of the final plat that private streets with street lighting will have a separate meter and that maintenance of all light and power will be the responsibility of the Homeowner's Association.

[Driveways]: Lots 1-23 and 40-68 contain Front Loaded Garages. Per the City of Camas Street Details for driveways (ST14-16), the driveway throat cannot exceed 40% of the total lot frontage. With the lot widths at a minimum of 20-feet wide, the driveway throats would not be able to exceed 8-feet in width. Driveways are typically larger than 8-feet in width. Staff recommends a conditional of approval that shared driveways shall be provided between lots and as the driveway throat shall not exceed 40% of the total lot frontage.

[Street trees and Landscaping]: CMC 17.19.030.F.1 requires one 2-inch diameter street tree in the planter strip of the right-of-way, or similar location in the front yard of each dwelling unit, with the exception of flag lots and lots access by tracts. Of the proposed 111 lots, 83 street trees are proposed. Six lots, lots 10-15, are accessed by a tract and therefore are not required to provide a street tree. As such, the development needs an additional 22 street trees for compliance with this development standard. The proposed landscape plan does not show any street trees within the planter strip of the right-of-way or in the front yards of lots 1-23 and 40-68 that contain the Front Loaded Garages. With shared driveways as discussed in the above section, the applicant should be able to install additional street trees in front of lots 1-23 and lots 40-68. Prior to final engineering plan approval, the applicant is to show proposed driveway locations for each lot to ensure that street trees are not impacted and conditioned as such.

The applicant will also be required to provide acceptable fencing and landscaping behind lots 10-23 in accordance with CMC 17.19.030.D.6 *Double Frontage Lots* as further discussed under criterion 5 below. The street tree plantings and other landscaping as discussed throughout this report should be included on the landscaping plans with final engineering plan submittal for the site improvements. All landscaping should be installed or bonded for prior to final acceptance. Street trees adjacent to individual lots must be installed prior to final occupancy or bonded, and installed prior to expiration of the two year-warranty period, whichever comes first and conditioned as such.

[Parking]: The proposed average lot size falls below 7,400 square feet and as such, the applicant has provided 23 parking stalls adjacent to the open space tracts in compliance with CMC 17.19.040.B.10.e. This development standard requires the off-street parking to be located within a tract and will be conditioned as such. Subject to the requirements of CMC 18.13.060.A.E, parking areas are to be landscaped at all perimeters and provide a minimum 5-foot width of planting space.

FINDING: Staff finds that the applicant can or will make adequate provisions as conditioned 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;

The applicant will be required to dedicate all public right-of-way at completion of the project, this includes the frontage on NE Ingle Road, 'West Public Street', N Dogwood Street, 'South Public Avenue', and N 90th Avenue.

The applicant should provide adequate access and utility easements to the City over private streets, alleys, and access driveway tracts, at the time of final platting, for the purpose of inspection, maintenance and operation of said public water and sanitary sewer lines.

The stormwater treatment and detention facility is to be placed in a separate Tract with the HOA responsible for ownership and maintenance. Additionally, the applicant will be required to grant the City right-of-entry for inspection purposes of the stormwater treatment and detention facility.

The open space/park areas and segments of trails should be placed in tracts and dedicated to the HOA.

A homeowner's association (HOA) will be required for this development. A copy of the CC&R's for the development will need to be submitted to the City for review and approval. The City is to receive a copy of the recorded CC&R's at time of Final Plat. Specifically, the applicant is to make provisions in the CC&R's for ownership and maintenance of the storm drainage systems, stormwater treatment & detention system, fencing, trails, park amenities, landscaping, irrigation, private roads, storm easements, open space/park and trail tracts outside of the City's right-of-way. Additionally, the applicant is to make adequate provisions for parking enforcement along private roads, alleys, and access tracts that are acceptable to the Fire Marshal. Further, all necessary easements, dedications, and tracts should be noted on the final plat.

FINDING: Staff finds that adequate provisions for dedications, easements and reservations as conditioned can or will be made by the applicant at the time of final platting.

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

Lot sizes and dimensions: Pod B1 is designated with a MF-18 multi-family residential zone per the PRD Master Plan, with a minimum lot size requirement of 1,000 square feet. The proposed lots are between 1,300 square feet and 4,662 square feet with an average lot size of 1,770 square feet. The required minimum 20-foot lot width and 50-foot lot depth dimensional standards are met and shown on the preliminary plat (Exhibit 6) with the following required minimum setbacks for Pod B1: 1) Front Loaded Garage setbacks: front yard 18-feet, side yard 3-feet or 0-feet at attached lot line, side yard flanking a street 10-feet and side yard flanking an alley 5-feet, rear yard 10-feet; 2) Alley Loaded Garage setbacks: front yard 6-feet, side yard 3-feet or 0-feet at attached line, side yard flanking a street 10-feet and side yard flanking an alley 5-feet, rear yard 4-feet or 18-feet. Building envelopes in compliance with the setback requirements should be shown on the final plat.

Double-frontage lots: The preliminary plat proposed double frontage lots at Lots 10-23 adjacent to NE Ingle Road. *"Double Frontage lots shall be avoided"* per CMC 17.19.030.D.6 except where the lots are adjacent to an arterial or collector; NW Ingle Road is a Collector Road. Consistent with CMC 17.19.030.D.6.a, the applicant has provided a 10-ft. wide landscape tract along the rear property lines of Lots 10-23 as shown on the preliminary plat sheet (Exhibit 6). The landscape tract should include a minimum 2-inch caliper tree every thirty feet on center, three-foot tall shrubs the form a continuous screen and groundcover plants that fully cover the remainder of the landscape area per CMC 17.19.030.D.6.a. A 4-foot tall sight obscuring fence or masonry wall should be located at the line that separates the lot from the 10-foot tract per CMC Figure 17.19-1 and include columns or physical indentations every fifty lineal feet per CMC 17.19.030.D.6.b. Subject to CMC 17.19.030.D.6.D, a 20-foot

setback is required from the property line separating the lot from the tract. For consistency with 10-foot rear yard setback from Front Loaded Garages as required per the PRD Master Plan, staff finds a 10-foot setback is appropriate from the property line separating the lot from the tract as proposed. The rear building elevation facing NW Ingle Road should maintain the architectural design of the front building façade to avoid blank walls per CMC 17.19.030.D.6.c. Although lots 86-104 are considered double-frontage lots, the ten-foot landscape tract is not required as the front of the structures face NE Boxwood Street per CMC 17.19.030.D.6.a.i. Lots 86-104 must provide a pedestrian access to NE Boxwood Street per CMC 17.19.030.D.6.a.ii.

FINDING: Staff finds the proposed lot sizes conform to the requirement of the MF-18 zone and complies with the maximum allowable density of 18 du/acre. The application meets the multi-family development standards outlined in the PRD Master Plan. Lots 10-23 will need to comply with the development standards for double frontage lots in CMC 17.19.030.D.6(a-c).

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

CMC Section 15.50.090 Clearing and Grading Standards:

CMC 15.50.090.A requires clearing and grading activities be conducted as to minimize potential adverse impacts to the vegetation, drainage and other natural features of the land. Clearing and grading should be conducted in a manner to preserve and enhance the city of Camas aesthetic character to include the preservation of unique landforms and natural features per CMC 15.50.090.E. Portions of the site exhibit slopes greater than 10%. Residential land development projects with steep slopes often include retaining walls for flatter lots. The proposed subdivision includes a 6 to 10-foot tall wall between lots 40 – 68 for lot design. To minimize clearing and grading and to further highlight the existing aesthetic landscape character of Camas, a revised clearing and grading plan should be submitted in compliance with CMC 18.17.060 *Retaining walls* prior to final engineering plan approval and conditioned as such.

CMC Chapter 18.19 Design Review:

Design Review is required for development within the multi-family zones pursuant to CMC 18.19.020. As previously noted, the property is located within the Multi-Family Residential MF-18 zone. Staff recommends a conditioned of approval that the applicant submit to the City for Design Review approval prior to final engineering plan approval.

CMC Section 18.07.030 Table 1 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 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 use 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.

FINDING: As stated in the responses to criteria in this staff report and as conditioned herein, this proposal can or will meet all relevant codes, regulations, ordinances and other requirements as identified herein.

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

Traffic Impact Analysis

The applicant submitted a *Traffic Analysis Memorandum (Memo)*, dated September 6, 2018 which is an update to the original *Traffic Impact Analysis (TIA)* that was submitted with the Green Mountain PRD

Master Plan and dated June 2014. The updated Memo evaluated the estimated trip generations based on the number of lots (126). The report used the trip generation rates from the *ITE Trip Generation Manual (9th Edition, 2012)*, ITE code #230 Residential Condominium/Townhouse and ITE code #210 Single-Family Detached, in order to determine the number of trips generated per weekday.

The following information provided justification for the traffic study:

- Total Residential (126 units): The proposed development is expected to generate 740 ADTs, 57 AM peak hours (10 in & 47 out), and 67 PM peak hours (44 in & 23 out).
- Based on the number of average daily trips (ADTs) generated by the proposed development, and per the Camas Design Standard Manual, when the vehicles per day (VPD) are 200 vpd or more, a Traffic Study is required.
- The applicant's *Traffic Analysis Memorandum (Memo)* evaluated the potential mitigation needs to offsite roadways addressed in the original *Green Mountain PRD Master Plan Traffic Analysis*.

[Site-Generated Trips for Pod B1 South]:

Site-generated trips for Pod B1 South was evaluated based on the original design that consisted of 124 attached units and 2 single family detached homes. The development layout was revised in March 2019 to consist of 109 attached units and 2 single-family detached homes. This is a decrease in 15 attached units. The updated report used the *Trip Generation Manual (9th Edition)* to summarize the daily, the weekday AM peak hour, and weekday PM peak hour trips. Based on the original design, the trip generation is as follows:

- Residential Condominium/Townhouse (#230) /124 units/720 ADT/55 AM Peak Total/65 PM Peak Total
- Single-Family Detached (#210) / 2 units/20 ADT/2 AM Peak Total/2 PM Peak Total
- Total Residential (126 units) /740 ADT/57 AM Peak Total/67 PM Peak Total
- The revision to the original design will result in a reduction in Average Daily Trips (ADT), Total AM & Total PM Peak Hour Trips.

[Site-Generated Trips per Green Mountain PRD Master Plan & Remaining Trips]:

The Green Mountain PRD Master Plan estimated the total number of daily trips for all the residential phases and the commercial site to generate 13,980 new trips at full build-out.

The total number of daily trips for Phase 1, Phase 2, Phase 3, and Pod B1 will account for 6,338 ADTs. When these phases reach full build-out there will be: 7,642 Daily trips; 450 weekday AM Peak Hour trips; and 705 weekday PM Peak Hour trips remaining.

[Evaluation of Mitigation Requirements (MRs) & Recommendations]:

MR #1 - NE 199th Avenue & NE 58th Street (SR 500) (Clark County & WSDOT Jurisdiction):

The *Green Mountain PRD (GM PRD) Master Plan TIA* and the *Green Mountain PRD (GM PRD) Phase 3 TIA* identified a need for future intersection improvements. The *GM PRD Master Plan TIA* stated "it is expected that a nexus might ultimately be established between requiring construction of an eastbound right-turn lane and traffic volume increases ..." The *GM PRD Phase 3 TIA* stated that "WSDOT has identified a single-lane roundabout as the preferred long-turn improvement ..." and that "a proportionate share impact methodology will be developed in cooperation Clark County and WSDOT to support future design and construction ..." Additionally, subsequent developments adding trips to the intersection will be assessed a proportional share to mitigate payment" towards the improvements.

Recommendation for MR #1 - The *Green Mountain PRD (GM PRD) Master Plan TIA* and the *Green Mountain PRD (GM PRD) Phase 3 TIA* were reviewed by Clark County and WSDOT staff, due to the fact that this intersection is under their jurisdiction and is not located within Camas city limits. Clark

County staff evaluated the operating levels and standard delays and concurred with the finding in both TIA's that operating levels and standard delay times can achieve a LOS better than the County's minimum allowable LOS E for unsignalized intersections. Therefore, the County determined that this development can comply with adopted Concurrency Standards for corridors and unsignalized intersections under County jurisdiction.

WSDOT staff identified a single-lane roundabout, in lieu of the original single right-turn lane, as the preferred long-term improvement at the intersection. However, WSDOT also agreed that because of right-of-way constraints at the intersection, it wasn't possible for the GM PRD Phase 3 Applicant to mitigate for the supposed impacts through traditional construction improvements. The *GM PRD Phase 3 TIA* recommended a proportionate share payment towards design and construction of a single-lane roundabout at the intersection, by this phase and subsequent developments that add trips to this intersection.

- The proportionate share for Pod B1 would be based on the weekday PM Peak hour trips through this intersection, with a projected to contribution of 14 weekday PM peak hour trips.

The total payment amount was to be determined in coordination with WSDOT and Clark County. While City Staff and WSDOT agreed with this proposed mitigation approach and a condition of approval was issued with the GM PRD Phase 3 decision, there is no longer a mechanism to collect or hold the fees for said intersection improvements for the following reasons:

- WSDOT will not collect or hold funds for a project that is not in their Transportation System Plan (TSP).
- Clark County will not collect or hold funds for a project that is not warranted by its concurrency standards and the funds would be from a development that is not within its jurisdiction.
- The City of Camas will not collect or hold funds for a project outside its jurisdiction when there is no agency to receive the funds for a non-existent project.

For the reasons stated above, the City intends to issue a modification to the GM PRD Phase 3 decision to remove Condition of Approval #23, Final Order SUB17-03, for the proportionate share collection of funds for a single-lane roundabout at the intersection of NE 199th Avenue and 58th Street (SR-500). Based on the proposed modification to the GM PRD Phase 3 decision, staff finds that a condition requiring the applicant for GM PRD Pod B1 South to participate in a proportionate share payment toward design and construction of the single-lane roundabout is not warranted (Exhibit 22).

MR #2 - NE Ingle Road / NE Goodwin Road / NE 28 Street (City of Camas Jurisdiction):

The *Green Mountain PRD (GM PRD) Master Plan TIA* and the *Green Mountain PRD (GM PRD) Phase 3 TIA* identified a need for future improvements at this intersection as it would no longer meet the City's operating standards for 2029 "background conditions during the weekday PM peak hour and the total 2029 total traffic conditions during both the weekday AM and PM peak hours." The following improvements were recommended:

- Construct eastbound left-turn lane on NE Goodwin Rd. – *Completed*
- Construct westbound right-turn lane on NE 28th St. – *To be completed in 2019*
- Construct a 3-lane roadway section on NE 28th Street in conjunction with the Phase 2 improvements – *Completed*
- Construct a traffic signal at the intersection when the intersection no longer meets the City's performance standard of LOS 'D' and v/c of 0.90 or better. – *Recommended with Phase 3 development – currently under design*

Recommendation for MR #2 – Mitigation requirements for this intersection do not apply to Green Mountain PRD Pod B1 South. Staff concurs.

MR #3 - NE 192nd Avenue / NE 13th Street (City of Vancouver Jurisdiction):

The *Green Mountain PRD (GM PRD) Master Plan TIA* and the *Green Mountain PRD (GM PRD) Phase 3 TIA* identified a need for future improvements at this intersection which includes a northbound right-turn lane and a westbound right-turn lane on NE 13th Street at NE 192nd Avenue. The proportionate share for these improvements is to be based on the weekday PM peak hour trips for each phase with an assessed fee of \$391/Trip.

- Based on the original design and TIA Memo for GM PRD Pod B1 South, this phase is anticipated to add 31 trips to this intersection and would therefore be responsible for a proportionate share payment of \$12,121 or \$391/Trip towards the future improvements.

Recommendation for MR #3 – Staff recommends a condition of approval that the applicant will be required to pay the proportionate share payment of \$391/per DU for future improvements at the intersection of NE 13th St. / NE 192nd Ave. to the City of Vancouver.

[On-Site Access & Circulation]:

Pod B1 South is located south of Green Mountain PRD (GM PRD) Master Plan Phase 1A and Phase 1D, and between NE Ingle Road and N Boxwood Street. Access to and thru Pod B1 will be via the local roads constructed with GM PRD Master Plan Phases 1A, 1D, and Phase 2A. There will not be direct vehicular access to Pod B1 South via NE Ingle Road. Indirect access from NE Ingle Road via neighborhood circulation site access queueing indicates that there will be two vehicles or less during the weekday AM and PM peak hours. Staff finds that there were no additional impacts associated with the development's traffic impacts to the on-site roadways based on the applicant's *Traffic Analysis Memorandum*.

FINDING: Staff finds that, as conditioned, this development can or will meet any impacts identified by the transportation impact study.

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

A Homeowner's Association will be required for this development including Conditions, Covenants, and Restrictions (CC&R's) to ensure there are adequate and appropriate measures are in place for the perpetual ownership and maintenance of 'West Private Street', 'South Private Street', 'SW Alley', 'SE Alley', 'NE Alley', 30-foot private access tract adjacent to Lots 10-15, 10-foot landscape buffer adjacent to Lots 10-23, open spaces/park tracts, trail tracts, parking lots, private stormwater system located behind Lots 54-68, all private roads, alleys, and the stormwater facility located on the Urban Village parcel to the south. Additionally, the CC&R's are to state that the City shall have right-of-entry to inspect the stormwater facility.

FINDING: Staff finds that adequate provisions for maintenance of privately common owned facilities can or will be made as conditioned.

9. Appropriate provisions in accordance with RCW 58.17.110, are made for (a) the public health, safety, and general welfare, and (b) The public use and interest will be served by the platting of such subdivision and dedication;

Privately owned and maintained tracts will be provided for alleys, landscaping, trail connections, fencing and open spaces/park amenities. Furthermore, the applicant is providing adequate and appropriate utilities for stormwater, water, and sanitary sewer that will be dedicated to the public. The applicant will also provide sidewalks with the proposed street construction for adequate pedestrian mobility.

FINDING: As discussed throughout this report, staff finds that the subdivision can be conditioned to provide the appropriate provisions for public health, safety, general welfare, and assure safe walking conditions for pedestrians.

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 RCW36.70B.030.

FINDING: Staff concurs that the proposed subdivision can or will meet the requirements of RCW 58.17 and other applicable state and local laws that are in at the time of final platting. The final plat will be processed in accordance with the requirements of CMC 17.21.060.

PUBLIC COMMENTS

As of the writing of this staff report, staff received written SEPA public comments from the Department of Ecology, Southwest Washington Clean Air Agency and Department of Archaeology and Historic Preservation as previously discussed in this staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that Green Mountain PRD B1-POD (SUB18-04) should be approved, because it does comply with the applicable standards if all of the conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the preliminary plat of Green Mountain PRD B1-POD (SUB18-04) subject to the following conditions of approval:

CONDITIONS OF APPROVAL

Standard Conditions:

1. All construction plans will be prepared in accordance with City of Camas standards. The plans will be prepared by a licensed civil engineer in Washington State and submitted to the City for review and approval.
2. A 3% construction plan review and inspection fee shall be required for this development. The fee will be based on an engineer's estimate or construction bid. The specific estimate will be submitted to the City's engineering department for review and approval. The fee will be paid prior to the construction plans being signed and released to the applicant. Under no circumstances will the applicant be allowed to begin construction prior to approval of the construction plans.
3. Existing water wells, septic tanks and septic drain fields shall be properly abandoned in accordance with State and County guidelines prior to final plat approval.
4. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the City. All designs will be in accordance with applicable City codes. The maintenance of the entrance structure will be the responsibility of the homeowners.
5. The applicant will be responsible for ensuring that private utilities; underground power, telephone, gas, CATV, street lights, and associated appurtenances are installed.
6. A 6-foot private utility easement (PUE) shall be located outside of the right-of-way on public streets and outside of the tracts on private streets.

7. A draft street lighting plan shall be submitted for review prior to final plan submittal to Clark Public Utility.
8. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting and traffic control markings and barriers for the improved subdivision.
9. A homeowner's association (HOA) will be required and a copy of the CC&R's for the development will need to be submitted to the City for review and approval. The applicant shall provide the City with a copy of the recorded CC&R's at time of final plat recording.
10. The applicant shall make provisions in the CC&R's for ownership and maintenance of the storm drainage systems, fencing, walls, landscaping, irrigation, private roads, and tracts or easements outside of the City's right-of-way if applicable. Additionally, the applicant shall make adequate provisions for parking enforcement along private roads, alleys, and access tracts that are acceptable to the Fire Marshal. Further, all necessary easements and dedications should be noted on the final plat.
11. Final plat and final as-built construction drawing submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050 and the Camas Design Standards Manual.
12. The applicant shall remove all temporary erosion prevention and sediment control measures from the site at the end of the two-year warranty period, unless otherwise directed by the Public Works Director.
13. Street names shall be reviewed and approved by the Building Department prior to final plat approval.
14. Building permits shall not be issued until this subdivision has been granted Final Acceptance and the final plat is recorded and approved by the Planning, Engineering, Building and Fire Departments.
15. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
16. If potential artifacts are discovered during the course of construction, work must immediately cease and both State Department of Archaeological and Historic Preservation and the City must be notified.

Special Conditions:

17. Prior to engineering plan approval, a final archaeological report including any necessary permits required by DAHP shall be submitted to DAHP for review and approval and sent to the tribes per CMC 16.31.160.
18. The applicant shall submit a site specific geotechnical report to the City for review and approval prior to building permit approval.
19. On corner lots, the side façade elevation facing the street shall provide architectural variation similar with the front building façade. Additional landscaping shall be provided along the street side façade but shall not impede necessary vision clearance requirements.
20. The applicant shall provide play equipment and/or benches or other park amenities within the small open/space park area as shown on the preliminary landscape plan if feasible.
21. The neighborhood trails shall be a minimum 6-foot wide paved trail consistent with the trail requirements of the PRD Open Space, Park & Landscape Master Plan.
22. The trails and park amenities shall be installed prior to final plat approval.

23. The applicant shall install an acceptable traffic calming feature at the intersection of N Dogwood Street & N 90th Avenue and work with Staff to determine an acceptable feature.
24. The applicant shall dead end the 8-inch waterline at the north boundary of the private access tract and extend the 8-inch waterline, shown in 'South Private Avenue', thru the proposed Trail Tract and tie into the 18-inch water main in NE Ingle Road. Additionally, a new hydrant shall be installed at the existing 8-inch water service stub on NE Ingle Road.
25. The applicant shall to extend the 8-inch waterline located in the proposed 'South Public Avenue' east to N Boxwood Street.
26. The applicant shall to provide adequate access and utility easements to the City over private streets, alleys, and access driveway tracts, at the time of final platting, for the purpose of inspection, maintenance, and operation of said public water and sanitary sewer lines.
27. The applicant shall provide the City with a signed copy of *Option Agreement* memorializing the agreement between the two property owners prior to final engineering plan approval.
28. The stormwater treatment and detention facility is to be placed in a separate Tract and the City shall be granted a right-of-entry to the stormwater treatment and detention facility for purposes of inspections. Additionally, the Homeowners Association's (HOA) responsibility for ownership and maintenance is to be fully outlined in the CC&R's and on the recorded plat.
29. The access ramp to the storm facility shall be widened to a minimum 15-wide paved surface to the live storage elevation. Additionally, a minimum 5-foot wide trail/pathway around the perimeter of the pond and a 10-foot by 15-foot paved pad around the storm control manhole to provide for accessibility and maintenance shall be provided.
30. Prior to final engineering plan approval, a final stormwater report (TIR) shall be submitted to the City for review and approval. The final stormwater report shall provide the required documentation per Ecology's latest edition of the Stormwater Management Manual for Western Washington (SWMMWW), addressing the feasibility/infeasibility of LID BMPs.
31. The storm drainage collection system located in private tracts and easements; 'West Private Street', 'South Private Avenue', 'SE Alley', 'NE Alley', the 10-foot landscape buffer tract adjacent to Lots 14-23, the storm easement adjacent to Lots 54-68, and the stormwater treatment and detention facility; will be owned and maintained by the Homeowners Association (HOA). Right-of-entry shall be granted to the City for inspection purposes of the stormwater treatment and detention facility.
32. Prior to final engineering plan approval, the applicant shall provide copies of the NPDES GCSWP and SWPPP.
33. The sanitary sewer segment located in the 30-foot private driveway tract shall dead end at the north end of the private access tract (Lot 10). The sanitary leg located at the intersection of the proposed 'West Private Street' and 'South Private Avenue' shall be extended through the proposed 'Trail Tract' and tie into the existing 10-inch sanitary sewer main NE Ingle Road.
34. The frontage improvements along NE Ingle Road shall include road widening, installation of curb & gutter, sidewalk, planter strip, bike lane, and street lighting. At completion of the NE Ingle Road frontage improvements, the applicant shall dedicate the right-of-way to the City.
35. At completion of all on-site public road improvements, the applicant shall dedicate all public right-of-way to the City.

36. The applicant shall install a 5-foot wide sidewalk along the frontage of Lots 10-15, a 4-foot wide planter strip along the side yard of Lot 9, and no parking shall be permitted on either side of the private driveway, within the 30-foot wide private access tract.
37. Provisions shall be included in the CC&R's that the residents served by the private access tract shall be required to place their garbage and recycling cans at the end of the access tract at the private street for weekly or bi-weekly pickups due to the lack of a turnaround at the end of the private access tract.
38. Prior to final occupancy, an acceptable address monument and address signs shall be installed at the end of the private access tract where the private access tract leaves the private road.
39. A note shall be added to the face of the final plat that the private streets with street lighting shall have a separate meter and that maintenance of all light and power shall be the responsibility of the Homeowner's Association.
40. The driveway throat shall not exceed 40% of the total lot frontage and therefore shared driveways shall be provided between lots where feasible.
41. Prior to final engineering plan approval, the applicant shall submit a plan to the City for review approval showing the location of proposed driveways to each lot to ensure that street trees are not impacted and can be accommodated.
42. Prior to Building Department issuing a Certificate of Occupancy, an additional 22 street trees shall be located within the planter strip or within the front yards of Lots 1-23 and 40-68.
43. Required trees shall be maintained in good health, and shall be promptly replaced (within six months) if damaged or in poor health, and a note to this effect shall be on the final plat document.
44. Prior to final engineering plan approval, the applicant shall submit a landscape plan for City review and approval that details the location, plant species, planting, irrigation and fencing notes and associated details for all required landscaping including but not limited to the landscape buffer and pedestrian trail tracts.
45. All landscaping shall be installed or bonded for prior to final plat acceptance.
46. Street trees adjacent to individual lots shall be installed prior to final occupancy or bonded, and installed prior to expiration of the two year-warranty period, whichever comes first.
47. The off-street parking areas shall be included within the adjacent open space tracts.
48. Parking areas shall be landscaped at all perimeters and provide a minimum 5-foot width of planting space per CMC 18.13.060.A and E.
49. All building envelopes and setbacks shall be shown on the final plat.
50. Lots 10-23 shall comply with the development standards for double frontage lots in CMC 17.19.030.D.6(a-d) to include:
 - a. A 10-foot landscape tract shall be located along the rear property lines of Lots 10-23,
 - b. The 10-foot landscape tract shall be planted with 2-inch caliper trees every thirty feet on center, three-foot tall shrubs that form a continuous screen and groundcover plants that fully cover the remainder of the landscape area,

- c. A 4-foot tall sight obscuring fence or masonry wall, located at the line that separates the lot from the 10-foot landscape tract, to include columns or physical indentations every fifty lineal feet, and
 - d. The rear building elevations facing NE Ingle Road shall maintain the architectural design of the front building façade to avoid blank walls.
51. Lots 86-104 shall provide a pedestrian access to NE Boxwood Street per CMC 17.19.030.D.6.a.ii.
 52. Prior to engineering plan approval, a revised clearing and grading plan shall be provided in compliance with CMC 18.17.060.
 53. Staff recommends a conditioned of approval that the applicant submit to the City for Design Review approval prior to final engineering plan approval.
 54. A single sales office in a model home for purpose of selling lots may be located within the development. Upon construction of the last unit, the model home/sales office shall be closed.
 55. The applicant shall pay the proportionate share payment of \$391/per DU for future improvements at the intersection of NE 13th St. / NE 192nd Ave. to the City of Vancouver.
 56. A note shall be added to the face of the final plat that a Homeowner's Association shall be required for this development including Conditions, Covenants, and Restrictions (CC&R's) to ensure there are adequate and appropriate measures are in place for the perpetual ownership and maintenance of 'West Private Street', 'South Private Street', 'SW Alley', 'SE Alley', 'NE Alley', 30-foot private access tract adjacent to Lots 10-15, 10-foot landscape buffer adjacent to Lots 10-23, landscaping, open spaces/park, trails, parking lots, private stormwater system located behind Lots 54-68 and within the landscape buffer tract, all private roads and alleys, and the stormwater facility located on the Urban Village parcel to the south. Additionally, the CC&R's are to state that the City shall have right-of-entry to inspect the stormwater facility.
 57. Plat notes shall be added to the face of the final plat regarding ownership and maintenance responsibilities of the individual Tracts.

Proposed Plat Notes:

1. A homeowner's association (HOA) will be required for this development. Copies of the CC&R's shall be submitted and on file with the City of Camas.
2. The homeowner's association is responsible for maintaining all private roads and associated infrastructure in this subdivision, including but not limited to the pavement, curbs, sidewalks, trail, fencing, landscaping, street lights and storm drainage utilities.
3. The following minimum setbacks shall apply per the PRD Master Plan:
 - a. Front Loaded Garage setbacks: Front yard 18-feet, Side yard 3-feet or 0-feet at attached lot line, Side yard flanking a street 10-feet and side yard flanking an alley 5-feet, rear yard 10-feet;
 - b. Alley Loaded Garage setbacks: Front yard 6-feet, Side yard 3-feet or 0-feet at attached line, Side yard flanking a street 10-feet and side yard flanking an alley 5-feet, Rear yard 4-feet or 18-feet.
4. No further short platting or subdividing will be permitted once the final plat has been recorded.
5. Building permits will not be issued by the Building Department until all subdivision improvements are completed and accepted by the City.

6. The lots in this subdivision are subject to traffic impact fees, school impact fees, and park/open space impact fees. Each new dwelling unit will be subject to the payment of appropriate impact fees at the time of building permit issuance or as otherwise provided by the city.
7. 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. Specified trees shall be maintained in good health, and damaged or dying trees shall be promptly replaced (within six months) by the homeowner.
8. Automatic fire sprinkler systems designed and installed in accordance with NFPA 13D are required in all structures.
9. The storm drainage collection system located in private tracts; 'West Private Street', 'South Private Avenue', 'SE Alley', 'NE Alley', the 10-foot landscape buffer tract adjacent to Lots 10-15, the storm easement adjacent to Lots 54-68, and the stormwater treatment and detention facility; shall be owned and maintained by the Homeowners Association (HOA). Right-of-entry shall be granted to the City for inspection purposes of the stormwater treatment and detention facility.
10. A Homeowner's Association shall be required for this development including Conditions, Covenants, and Restrictions (CC&R's) to ensure there are adequate and appropriate measures are in place for the perpetual ownership and maintenance of 'West Private Street', 'South Private Street', 'SW Alley', 'SE Alley', 'NE Alley', 30-foot private access tract adjacent to Lots 10-15, 10-foot landscape buffer adjacent to Lots 10-23, landscaping, open spaces/park, trails, parking lots, private stormwater system located behind Lots 54-68 and within the landscape buffer tract, all private roads and alleys, and the stormwater facility located on the Urban Village parcel to the south. Additionally, the CC&R's are to state that the City shall have right-of-entry to inspect the stormwater facility.