



# City of Kalama

Incorporated 1890



## Staff Report and Recommendation

Date: November 9, 2018  
To: Kalama Planning Commission  
From: John Floyd, Mackenzie/Consulting Planner for City of Kalama  
Re: Sunset Terrace Subdivision – Preliminary Plat Approval and Critical Areas Permit

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### Summary of Proposal

The applicant has requested preliminary plat approval for the subdivision of approximately 17.03 acres into 65 single-family residential lots to be constructed in two phases. Phase 1 would result in the construction of 38 lots capable of accommodating a variety of housing types. Phase II would result in the construction of 27 townhome lots. Newly created lots will obtain access from new local streets to be constructed on the interior of the site. The site is located in the R-3 (High-Density) residential zone, and contains designated critical areas including Oregon white oak trees, a Category III wetland, a DNR Type Ns (non-fish, seasonal) stream, and potential geologic hazard areas.

### Project Location

The project site is located at 6445 Old Pacific Highway (Assessor Parcel 411360100), approximately 1,500 feet southeast of the intersection of Old Pacific Highway and Cloverdale Road. The area is within Section 17, Township 6 North, Range 1 West of the Willamette Meridian.

### Possible Actions:

- **Recommend Council Approve** the request for Preliminary Plat Approval and Critical Areas Permit.
- **Recommend Council Deny** the request for Preliminary Plat Approval and Critical Areas Permit.
- **Continue** to a future date to obtain additional information or deliberate further.

### Staff Recommendation

Recommend approval the Preliminary Plat, with conditions provided in the Staff Recommendation section (pages 12-13) of this staff report.

## Review of Code Standards with Findings

The following section provides a detailed review and examination of the proposed project in comparison to the Kalama Municipal Code (KMC) and other applicable regulations. The review is categorized by topical headings as well as specific land use controls.

### Findings:

1. **Site Description:** The project area consists of a rocky hillslope recently cleared of mature upland forest. No structures exist on the site at this time. The site is bounded by Interstate 5 right of way and Big Lake to the west, single-family homes to the north and east, a mobile home park to the northeast, and vacant land to the east. The Columbia River is approximately 1,100 feet west of the site.
2. **Zoning, Lot Size, and Density (KMC Title 17):** The proposed project includes one parcel within the “R-3” High Density Residential Zone. The R-3 zone permits a range land uses including single-family residences, townhomes, duplexes, triplexes, fourplexes, and multi-family structures. As detailed below, the proposal complies with minimum lot size standards for single-family homes and townhomes, and would result in less density than is possible under the current zoning.

Zone	Type of Housing	Minimum Lot Size	Proposed Lot Sizes	Number of Lots
R-3	Single-Family	5,000 sq. ft.	6,299 – 16,353 sq. ft.	38
R-3	Townhouse	2,000 sq. ft.	2,000 – 3,624 sq. ft.	27

With the exception of proposed Lot 52, all lots comply with minimum frontage requirements set forth in Table 17.08.040-1 (Density and Dimensional Standards), which includes 50 feet for detached single-family homes and 20 feet for townhomes. In the case of Lot 52, only 9 feet of frontage is proposed. A condition of approval is recommended to require the reconfiguration of this lot to comply with frontage standards.

No structures are proposed with this application, and there is no evidence in the record that future development will be unable to comply with required setbacks, height limits, parking, and other site design standards contained in the KMC that will be applied during future building permit review.

As conditioned, the proposed plat meets or exceeds the use and dimensional standards of the KMC. These standards are met.

3. **Subdivision Criteria for Approval (KMC 16.08.060):**

The rules for the subdivision of land are contained within the Kalama Subdivision Ordinance (KMC Title 16).

Proposed subdivisions shall not be approved or recommended for approval unless the planning commission and city council makes the following written findings:

1. *Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, 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;*

Appropriate provisions for public health, safety, and general welfare has been addressed through conformance with city standards as described in this report and attached materials, including a report by the City Engineer as outlined in his report dated November 7, 2018 (Exhibit M). Conditions of approval contained in that report have been included in the staff recommendation on pages 12 to 13 of this report. As conditioned, this criterion is met.

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

The subdivision will further the needs of the city by providing for a variety of housing types on land designated for residential development. This criterion is met.

3. *That the proposed subdivision is in conformity with any applicable zoning ordinance, comprehensive plan or other existing land use controls including RCW 58.17.*

Conformity with the Kalama Subdivision Ordinance, Kalama Zoning Ordinance, Kalama Critical Areas Protection Ordinance, and the Kalama Comprehensive Plan and the comprehensive plan is addressed elsewhere in this report and attached materials. This criterion is met.

#### **4. Plat Design and Required Improvements (KMC 16.10):**

##### *KMC 16.10.020 – Standards Adopted*

The application has been reviewed for conformance with the City of Kalama Development Guidelines and Public Works Standards (DGPWS), which are adopted by reference in KMC 16.10.020. As noted in Exhibit M, the City Engineer found the project consistent with these standards provided certain conditions were met.

##### *KMC 16.10.030 – Subdivision and Street Naming*

This section addresses the naming of the subdivision and streets to ensure there are no duplicates or similar sounding names. The name of the two streets proposed to be constructed will be determined at the time of final plat approval. These standards will be met.

*KMC 16.10.040 – Lots or Parcels*

This section addresses a variety of lot configuration requirements, including lot frontage, minimum size, access, flag lots, and future expansion. Most of the requirements in this section are met on the proposed preliminary plat and are described in the findings above.

KMC Section 16.10.040.C discourages residential lots along two opposite street frontages, except for reserve-frontage lots necessary to provide separation from arterials and collector streets such as Old Pacific Highway, or to overcome specific disadvantages of topography and orientation. As proposed, most lots will have street frontages on one side. Exceptions include lots 1 and 53 to 65 which adjoin Old Pacific Highway but will take access off new local streets; and lots 8 through 12 that will have frontages on two opposite local streets. It is apparent that this double frontage is necessary due to the sloping topography of the site, and access will be taken from the uphill (easterly) frontage.

KMC Section 16.10.040.F discourages flag lots except where topography makes standard design or more frontage impractical or impossible. On the preliminary plat, Lots 21 and 22 are shown as flag lots. The applicant has requested a design modification from this standard. It is apparent that the flag lots are necessary due to the topography of site. As a condition of approval, screening shall be required along the stem portion of lots 21 and 22 per KMC 16.10.040.

As discussed above, standards related to lot configuration will be met.

*KMC 16.10.060 – Blocks*

Due to the topography of the site and lack of existing adjacent road connections, block length standards are not applicable. Where possible, blocks have been designed to allow two rows of lots. These standards are met.

*KMC 16.10.060 – Streets, Curbs, and Sidewalks*

The applicant proposes to provide access to the site by constructing two new street connections off the south side of Old Pacific Highway. It is recommended that the location of the southerly site access be coordinated with the location for the proposed Cedar Springs Loop entrance to the proposed Cedar Springs development on the north side of Old Pacific Highway. A condition of approval has been added to ensure this coordination occurs.

A network of interior streets is proposed to provide access to the lots within the subdivision. Although several lots will have frontage along Old Pacific Highway, these lots will also have frontage to an interior street and will be provided with vehicular access to the interior street. This is consistent with the City's Development Guidelines and Public Works Standards.

Kalama Municipal Code Section 16.40.060A.3 and DGPWS Section 6.02 require that streets be designed where practical to allow future extension to serve adjacent properties or subdivisions. Reviewing the topography of the surrounding area, it appears that extending a road to the south from the proposed site may be feasible and would provide

access to additional properties to the south. The proposed southerly cul-de-sac should be extended to the south property line to allow potential future extension of this road. At the north end of the project, there are a couple of lots that might have some additional development potential; however, due to the topography of these lots this development potential appears limited. All of these lots currently have access from Old Pacific Highway. Therefore, it does not appear that an extension of a roadway to the north would be necessary to provide access any of the adjacent properties.

It appears that all of the interior roads would be classified as Local Access Streets per Section 6.03 of the DGPWS. The preliminary plat shows all of the proposed interior roads with a 50-foot right-of-way width, 32-foot paved width, curb and gutter and a 5-foot-wide sidewalk on both sides of the roads. The proposed roads appear to be mostly consistent with the Local Access Street standard. The following items should be revised during preparation of engineering plans, prior to construction:

- The cul-de-sac bulb right-of-way radius must be 60 feet per Section 6.02.B.16 of the DGPWS.
- The vertical curves must be at least 50 feet in length per Section 6.02.B.15 of the DGPWS. The crest vertical curve must be designed to provide a minimum sight distance of 300 feet per 6.02.B.15 of the DGPWS.

The western most road and cul-de-sac is shown as approximately 800 feet long. Per Section 6.02.B(15)d of the DGPWS cul-de-sacs for residential streets shall not be longer than 400 feet without a variance. Although the applicant has not specifically requested a modification to the DGPWS, it is apparent that the cul-de-sac must be longer than 400 feet due to the topography of the site. Due to this topographical constraint, we would recommend that the longer cul-de-sac be approved as shown on the preliminary plat.

On the preliminary plat, the applicant has shown widening of Old Pacific Highway to a paved width of 33 feet with approximately 20 feet of paved half-width. This would be consistent with improving Old Pacific Highway to the Collector standard in Section 6.03 of the DGPWS. However, since Old Pacific Highway has a fairly consistent paved width of 28 feet without on-street parking for most of its length, including along the frontage of the recently constructed Stone Forest development, it would be reasonable for the applicant to request a modification to the standard and leave the existing 14-foot paved half-width and not provide on-street parking as allowed in Note 2 of the Minimum Street Design Standards table on page 6-9 of the DGPWS.

As discussed above, street and sidewalk standards will be met.

#### *KMC 16.10.070 – Alleys*

Alleys are not proposed in the preliminary plat. As the project is intended for residential use, alleys are not required. These standards do not apply.

#### *KMC 16.10.080 – Installation of Utilities*

According to the 2017 Water System Plan, the City had available water capacity for 1,593 equivalent residential units (ERUs). This project would add a demand of approximately 65 ERUs. Therefore, the City currently has water capacity to serve this project.

Water is available along Old Pacific Highway from the City's 430 Pressure Zone. The applicant proposes to extend water service from this water main to the lots within the subdivision using an 8-inch diameter water main.

The water main is shown terminating at the end of the north and south cul-de-sacs. Per Section 4.03.K of the DGPWS, dead-end water lines in cul-de-sacs should extend to the far property line for future service extension. Blowoffs should be installed at each dead end to facilitate flushing of the lines. A condition of approval has been included to require these changes.

Four fire hydrants are shown on the preliminary plans. The proposed plan does not appear to meet the 400-foot minimum hydrant spacing requirement of 4.03.G of the DGPWS. The location of fire hydrants should be verified with the local fire authority prior to construction as a condition of approval, and a condition of approval has been added to ensure this verification occurs.

The City of Kalama Wastewater Treatment Plant (WWTP) has a design maximum month flow capacity of 0.8 MGD. The maximum month flow at the WWTP is approximately 0.530 MGD. This project would add approximately 0.026 MGD of flow to the WWTP. Therefore, the City currently has sewer capacity to serve this project.

There is not currently sanitary sewer service at the proposed site. There is an existing 8-inch sanitary sewer stub out from the Stone Forest Lift station adjacent to Old Pacific Highway approximately 450 linear feet to the south of the project that could provide sewer service to this project. The applicant proposes to collect sanitary sewer on the site using an 8-inch gravity sewer collection system. This gravity system would drain to a new lift station to be built near the northwest corner of the site. The applicant proposes to pump wastewater from the lift station to the Stone Forest lift station through a 6-inch force main. The Stone Forest Lift Station currently has capacity to accept wastewater from this development. If the proposed Cedar Springs development is built on the north side of Old Pacific Highway, the proposed 6-inch force main from this development could connect to the 8-inch gravity main that is proposed to be constructed with the Cedar Springs development.

The sewer collection system is shown terminating at the end of the north and south cul-de-sacs. Per Section 5.02.A of the DGPWS, if future extensions of the system are deemed probable by the City, the system shall be designed to be extended to the far property line. Due to the topography of the adjacent site, it does not appear that gravity sanitary sewer can be feasibly extended to the south. It does appear that gravity sanitary sewer can be feasibly extended to the north, and a condition of approval is recommended to require the extension of the sewer main from the north cul-de-sac to the north property line.

The applicant appears to be proposing a 4-inch diameter pressure sanitary sewer line from

Station 51+55 south to the south cul-de-sac. Gravity sewer appears feasible in this location, so gravity sewer should be extended to at least Station 53+25.

As demonstrated above, the application either complies with utility installation standards or can do so through conditions of approval. These standards are met.

*KMC 16.10.090 – Easements*

Infrastructure improvements associated with the proposed plat will be required to comply with the Kalama Development Guidelines and Public works standards that requires utility lines be placed in easements.

KMC 16.10.090.C requires that where a watercourse traverses the project site, a perpetual stormwater easement or drainage right-of-way shall be provided to ensure protection of water-carrying capacity. This easement is not required where buffers are required under KMC 15.02 (Critical Areas), which is applicable to the watercourse on the projects site and described elsewhere in this report. As described earlier in this report, a condition of approval has been recommended by the City Engineer to extend the new local road across the stream and to the southerly site boundary to facilitate a future road connection. As the crossing will be contained in a public right of way and capacity addressed during submission of construction plans, an easement is not necessary for conveyance and access.

As described above, these standards will be met.

*KMC 16.10.100 – Storm Drainage*

The applicant submitted a Preliminary Stormwater Technical Information Report (TIR) describing how stormwater would be managed for this project. The applicant proposes to collect stormwater from the roadways with a system of catch basin and pipes. Stormwater runoff is proposed to be treated in a biofiltration swale located at the northwest corner of the site. The applicant proposes to either provide a detention pond for flow control at the northwest corner of the site or to potentially provide a direct discharge to the Big Lake basin system if allowed by WSDOT. It appears that the applicant has set aside adequate space on the site to provide detention on-site if required.

Specific issues that will need to be addressed by the applicant during normal review of construction plans, and prior to final plat approval, include the following:

- If WSDOT approves the discharge to Big Lake pond without flow control, the applicant must demonstrate that the increased runoff tributary to the pond does not increase discharge rates from the pond or otherwise increase the potential for downstream erosion.
- Conveyance calculations must be provided demonstrating that the man-made conveyance is adequate to convey site runoff without surcharging or causing damage to adjacent properties.
- The curve number for the developed pervious areas used in the report is stated to

be 75. Table III-1.3 of the Manual dictates a curve number of 80 or 85.

- In the stormwater model, the predeveloped scenario and the developed scenario have different rainfall amounts for each of the design storms. The same rainfall amount must be used in each scenario.
- The bioretention swale must be designed to comply with the Manual's requirements. The Manual specifies a minimum slope of 2% (which may be reduced if an underdrain is provided), a minimum length of 200 feet, and a maximum depth of flow during the water quality event of 5 inches. Please refer to BMP RB.05.
- The bioretention swale is shown at the bottom of the detention pond. The swale must be situated at an elevation above the water quality storm water level in the pond in order to provide adequate treatment.

As described above, these standards will be met.

*KMC 16.10.110 – Clearing, grubbing, and grading.*

Prior to construction, the applicant will need to obtain a construction stormwater NPDES permit from the Department of Ecology. An erosion control plan will need to be submitted in accordance with the Public Works Standards prior to beginning construction.

*KMC 16.10.120 – Average Density Option*

The applicant is not pursuing the average density option. This section is not applicable.

*KMC 16.10.130 – Parks*

This section requires the Planning Commission to review the need for park development and may require the developer to dedicate land for park development and construct improvements thereon as a condition of approval. The preliminary plat does not include a dedication of land for park development, but does propose the dedication of approximately 4.0 acres for critical area protection and passive open space (Tracts "G" and "H"). The Planning Commission could find this standard to be met.

*KMC 16.10.140 – Natural features preservation and landscaping*

The proposed preliminary plat is designed to preserve and enhance the significant natural features of the site, including a wetland, Oregon white oaks, and riparian habitat. Street trees and landscaping are proposed in a preliminary landscaping plan. These standards are met.

*KMC 16.10.150 – Phasing of subdivisions*

Applicants must request phasing during preliminary plat approval. The applicant is proposing a two-phase project. Phase 1 would result in the construction of 38 lots capable



of accommodating a variety of housing types. Phase II would result in the construction of 27 townhome lots. Therefore, the final plat may be submitted in phases. These standards will be met.

*KMC 16.10.160 – Latecomer reimbursement*

This section is not applicable to the proposed preliminary plat approval.

*KMC 16.10.170 – Assurance for completion and maintenance of improvements*

This section addresses required improvements including drainage systems, landscaping, sidewalks and other features. Reference is also made to the Public Works Standards and many of the improvement details are located within this companion document. The applicant has submitted a preliminary stormwater report (Exhibit D). A final stormwater report will be required prior to final plat approval. The stormwater system will be designed in accordance with City standards. As conditioned, conformance with the provisions of this Chapter will be achieved prior to final plat approval. The City Engineer has reviewed the plat for conformance with applicable portions of KMC and the Public Works Standards and has reported his findings and recommendations per Exhibit M. These standards will be met.

5. **Critical Areas Determination:** The project includes work in areas identified as critical areas per Chapter 15.02 KMC – Critical Areas Protection. This includes Oregon white oak trees, a category III wetland, and a DNR Type Ns stream as identified in the Critical Areas Report prepared by Cascadia Ecological Services, Inc. (CES) and dated October 16, 2018 (Exhibit G). Portions of the property also meet the definition of potentially geologically hazardous areas. Therefore, a critical areas permit is required with the application.

Numerous Oregon white oaks (*Quercus garryana*) were identified by CES on the project site, mainly along the western and southern boundaries. According to the Washington Department of Fish and Wildlife Priority Habitat and Species List (updated September 2018), single oaks or stands of less than 0.4 acres may be considered a priority habitat when found to be particularly valuable to fish and wildlife. As a result, KMC 15.02.130 (Fish and Wildlife Habitat Conversation Areas) is applicable. The critical areas report indicates that the oaks will be retained during development and protected from disturbance during construction activities through the installation of orange construction fencing around the tree driplines, and the placement of lot lines and open space areas in a manner that will discourage and/or avoid their future removal during the development of future residential uses. A condition of approval has been added requiring the verification of construction fencing prior to any grading or construction on the site, and the maintenance of fencing until final occupancy of the structure.

Wetlands on the project site are associated with Big Lake, which is a stormwater pond that resulted from the construction of I-5. As delineated in the critical areas report Sheet PRE2.1 of the proposed plans, the majority of the wetland is located west of the project site, except for a portion that exists on the southernmost portion of the project site. According to the critical areas report by CES, the wetlands meet the criteria for a Category 3 depressional

wetland, which are subject to a 150-foot buffer per KMC Table 15.02.120-1 (Wetland Buffers). The required buffer area presently includes mature upland forest, with large areas covered by Himalayan blackberries. No development is proposed within the buffer area, and the majority of the buffer area will be placed within open space tract "G". Therefore, no wetland or wetland buffer impacts are anticipated.

The critical areas report noted two streams on or near the project site. The first is a Type F stream located approximately 600 feet southwest of the project area, flowing into the southwest corner of the wetlands. Due to the distance from the project area, no buffers extend onto the project site. The second is a DNR Type Ns stream (non-fish, seasonal flow) that traverses the southeast portion of the project area, immediately east of proposed Lot 52, in open space tract "G". Type Ns streams are subject to a 50-foot wide Riparian Habitat buffer from the ordinary high-water mark. As proposed, the project would not result in any development inside the stream or buffer area. However, as described previously in this report, the KMC and DGPWS require the extension of streets to the edge of the project site to establish future connectivity to the south. As a result, the drainage corridor will need to be traversed in some manner by the roadway. To mitigate for potential impacts to the riparian corridor, a condition of approval has been recommended to require the submission of a mitigation plan consistent with the requirements of KMC 15.02.130.B (Development Performance Standards).

The project site is a rocky hillslope with grades exceeding 30 percent in areas. The dominant soil type on the project site is listed as the Schneider-Rock outcrop complex, 15 to 65 percent slopes. This soil type is noted as having severe erosion potential in the USDA Soil Survey of Cowlitz County, Washington. Areas meeting these criteria are deemed geologically hazardous areas and a critical areas report must be submitted by a qualified engineer or geologist that meets the content requirements of 15.02. The applicant has submitted a Geotechnical report (Exhibit E) that noted no evidence of active or inactive landslides or slope instability, no evidence of severe erosion, and no evidence of or rock slope instability. However, the report was prepared in 1998 and the KMC requires critical area reports to have been prepared in the last five years (KMC 15.02.100.A.4.a and 15.02 Appendix B). To address this time requirement and verify the continued validity of the report, a condition has been added requiring the submission of a new or updated geotechnical report.

As described above and as conditioned, these standards will be met.

6. **Traffic Impacts:** The applicant has submitted a traffic impact analysis prepared by Kelly Engineering. The traffic impact analysis evaluated the impact of traffic to be generated by this site on several adjacent intersections. The traffic impact analysis concluded that all of the intersections evaluated would function at acceptable Levels of Service. No off-site mitigations are recommended.
  
7. **Comprehensive Plan:** The Comprehensive Plan designates the property as High Density Residential. The project proposal advances several goals and policies outlined in the Comprehensive Plan and the Parks and Recreation Plan adopted by reference, including:

- Environmental Goal 4: Carefully consider environmental matters in the decision-making process, while seeking to create and maintain a sustainable urban environment.
- Environmental Goal 7: Consider and evaluate the cumulative impacts of land use and policy decisions on the environment and balance them with other plan goals and policies.
- Environmental Goal 9: Conserve and protect groundwater and maintain good quality surface water.
- Environmental Policy 7: Prevent or limit the release of substances into the air, water and soil that may degrade the quality of natural resources and ensure that all such releases are in accordance with local, state and federal law.
- Environmental Policy 8: Require mitigation measures in accordance with applicable regulatory standards and requirements if environmental alteration is unavoidable.
- Environmental – Critical Areas Goal 1: Preserve or enhance critical areas with the overt intent of protecting public health, welfare and safety and providing protection to important ecological features and functions.
- Environmental – Critical Area Goal 2: Protect critical wildlife habitat and preserve the integrity of important corridors from development, while minimizing unavoidable impact.
- Environmental – Critical Area Goal 3: Integrate the protection of critical areas as part of the social and economic value of the city.
- Environmental – Critical Area Policy 2: Support community development including subdivision and individual lot construction done in accordance with the Kalama Critical Areas Protection Ordinance, the State Environmental Policy Act (SEPA), Shoreline Management Act (SMA) and other requirements.
- Environmental – Critical Area Policy 4: Promote the functionality of natural drainage systems by retaining existing vegetation and limiting land shaping/grading.
- Environmental – Critical Area Policy 6: Actively enforce the City’s excavation and grading regulations to make certain that acceptable development practices and erosion control efforts are in place and functioning prior to the start of ground-disturbing activities.
- Land Use Goal 1: Promote the health, safety and welfare of the residents of Kalama through the encouragement of sound growth and development of residential, commercial, industrial and recreation/open space areas.
- Land Use Goal 2: Promote new residential development that is appropriate in type and density considering existing land use patterns, capacities of public facilities, natural characteristics of the land and the general public interest.
- Land Use Goal 3: Actively plan and guide anticipated growth by seeking full utilization of existing land.

- Land Use – Land Development Goal 2: Ensure that subdivisions and necessary infrastructure are designed and constructed to meet existing and future needs.
- Land Use – Land Development Goal 4: Ensure that subdivision of land will provide adequate light, air and privacy to each proposed lot given the anticipated use.
- Land Use – Land Development Policy 4: Encourage diverse new residential development that is appropriate in type and density that includes multi-family development, given existing land use patterns, capabilities of public infrastructure, natural considerations of the land and the interest of the general public.
- Land Use – Land Development Policy 6: Place utilities, including electrical, underground whenever possible.
- Land Use – Land Development Policy 7: Ensure that future traffic circulation patterns are maintained or enhanced during preliminary plat and site plan review.
- Land Use – Land Development Policy 8: Design streets and roads within subdivisions for future connections to adjoining developments. Direct driveway access to arterial and collector streets should be minimized.
- Land Use – Land Development Policy 10: Encourage streets that follow natural gradual contours of the land and avoid long stretches or sweeps of steep grades over 10 percent whenever possible.
- Land Use – Land Development Policy 12: Site, design, and construct subdivisions to preserve and enhance views, natural features and ensure compatibility with the aesthetic values of the area.
- Transportation Policy 3: Integrate streets properly with the existing and proposed circulation system; however, the rigid rectangular grid street pattern need not be adhered to. The use of curvilinear streets, cul-de-sacs and loop streets appropriate to the topography should be encouraged where such use results in enhanced community livability.

8. **SEPA and Public Notice**: The City of Kalama issued a combined Notice of Application, SEPA Determination of Non-Significance (DNS) and Notice of Public Hearing on October 25, 2018. Notice of the application and hearing was published in the Daily News, mailed to adjacent neighbors and the site was posted. All public comments received will be included as exhibits and will be attached hereto and/or entered into the record at the Planning Commission public hearing. The application procedures as outlined in KMC Title 16 have been followed per code requirements.

### **Conclusions**

The individual findings and conclusions stated above establish that this proposal either meets, or if conditioned as recommended below, will meet the standards established in the Kalama Subdivision Ordinance, the Kalama Zoning Ordinance, the Kalama Critical Areas Protection Ordinance, and the Kalama Comprehensive Plan.

### **Staff Recommendation**

Staff recommends that the Preliminary Plat be approved subject to the following conditions:

1. All infrastructure shall be designed and constructed in accordance with the Development Guidelines and Public Works Standards.
2. The location of the southerly site access shall be coordinated with the location of the proposed Cedar Springs Loop access to the proposed Cedar Springs subdivision.
3. The proposed south cul-de-sac shall be extended south to the south property line to facilitate potential future road connections.
4. Prior to final plat approval, the applicant shall submit a mitigation plan to address potential riparian corridor impacts resulting from extension of the proposed south cul-de-sac in Condition #3 above. The mitigation plan shall be consistent with the requirements of KMC 15.02.130.B (Development Performance Standards).
5. Frontage improvements along Old Pacific Highway shall include curb, gutter, sidewalk, storm drainage, and street lights. The existing 28-foot pavement width may be maintained.
6. Screening shall be provided on the flag stems for Lots 21 and 22
7. Water mains shall be extended to the north and south property lines from the cul-de-sacs. Blowoffs shall be installed at each end.
8. Fire hydrant location and spacing shall be consistent with the DGPWS. Final hydrant locations shall be verified with the local fire authority.
9. Sewer main shall be extended to the north property line from the north cul-de-sac.
10. Prior to final plat approval, Lot 52 shall be modified to comply with minimum frontage standards set forth in KMC 17.08.040-1.
11. Prior to final plat approval, the applicant shall present a new or updated geotechnical report meeting the standards of KMC 15.02, including Appendix B (Geological Hazard Area Reports).
12. Prior to construction, the applicant shall provide evidence of coverage by a Department of Ecology Construction Stormwater NPDES Permit.
13. Prior to any construction on the project site, Cascadia Ecological Services or similar qualified professional shall present certification that orange construction fencing has been erected around Oregon white oak tree driplines, as specified in the critical areas report. Fencing shall be maintained for the duration of construction activities.

**List of Exhibits**

- A. Master Permit Application
- B. Project Narrative
- C. Title Report
- D. Preliminary Stormwater Report
- E. Geotechnical Report

- F. Traffic Study
- G. Critical Areas Report
- H. Plans
- I. Notice of Application / Notice of Public Hearing / SEPA Determination of Non-Significance (DNS)
- J. SEPA Environmental Checklist
- K. Memorandum from City Engineer, Mike Johnson (Gray & Osborne, Inc.) dated November 7, 2018

cc: Adam Smee, City Administrator  
Susan Junnikkala, Permit Technician  
Coni McMaster, City Treasurer/Clerk  
Kelly Rasmussen, Public Works Superintendent  
SGA Engineering, Applicant's Representative