

RIVER'S EDGE AT THE LANDING SUBDIVISION
APPLICATION NARRATIVE

CITY OF CASTLE ROCK

March 27, 2025

PROPERTY OWNER & APPLICANT:

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I. DEVELOPMENT SUMMARY INFORMATION

Property Owner & Applicant:	CT6, LLC P.O. Box 1419 Battle Ground, WA 98604-1419 Contact: Ingrid Friedberg, Special Projects Manager Email: ingridf@tapani.com Phone: 360.553.9144
Applicant's Engineering & Surveying Consultant:	MacKay Sposito 18405 SE Mill Plain Blvd., Suite 100 Vancouver, WA 98683 Contact: Taylor Wilson, PE Email: twilson@mackaysposito.com Phone: 360.695.3411
Request:	Approval of a 45-lot detached single-family residential subdivision within the approved Landing on the Cowlitz Master Plan (LOTC)
Parcel ID:	308640100
Area:	± 8.93 acres (±388,991 square feet)
Zoning Designation:	Industrial
LOTC Land Use Designation:	Residential

II. PROPOSED DEVELOPMENT

The Applicant, CT6, LLC, wishes to subdivide an approximately 8.93-acre property into forty-five (45) single-family detached residential lots within property which shall be associated with 2542 Larsen Lane SW (Parcel 308640100) of the approved Landing on the Cowlitz (LOT) Master Plan and subsequent minor modification (Ordinance No. 2021-10 and Resolution No. 2024-03) (Master Plan). This proposal also includes the provision of private park/open space areas, individual residential driveways, Residential Local Access roads and private driveway tracts. A single Residential Local Access roadway intersection is included in this proposal serving as the connection to the Standard Collector road included in Phase 1 of the Master Plan infrastructure.

The roadway stub included in this proposal may serve as an extension for a potential future connection to Larsen Lane SW. However, that extension is contingent upon the successful entry into contract agreements with neighboring property owners and completion of a feasibility analysis. There is the potential that the roadway stub will never be extended.

III. EXISTING CONDITIONS

The existing Parcel 308640100 is 8.93 acres and is zoned Industrial (I) within the City of Castle Rock (City) and is located within the residential land use designated area of the approved Landing on the Cowlitz (LOT) Master Plan. The site was recently subject to a boundary line adjustment (ref. CR-BLA-24-01). The recently adjusted Parcel 308640100 is bounded by the Phase 1 road, Timberlake Church (Parcel 308110100), Parcel 30818, Parcel 3081701 and Larsen Lane SW. The site is subject to conformance with the development standards applicable to the High Density Residential (R-2) except as amended by the Master Plan Conditions of Approval.

Infrastructure necessary for initial site use is anticipated to be completed prior to the issuance of final engineering approval for the River's Edge at the Landing Subdivision. Separate Development Engineering applications are presently under second review by the City for the approval of the Phase 1 roadway and stormwater system, and for the sewer pump lift station. An application for new commercial service is under review at the Cowlitz County Public Utilities District for the proposed Phase 1 infrastructure and the sewer pump station. All Phase 1 infrastructure has been designed to service the proposed subdivision.

The future site of the subdivision was historically subject to farming, and it is presently vacant. The site recently underwent the initial phase of mass grading pursuant to the approved Phase 1 Mass Grading Plan (ref. CR22023). Further mass grading efforts will occur in conjunction with the proposed Phase 1 roadway construction. A temporary private access gravel roadway off Huntington Avenue S. serves the Master Plan. No public roadways presently serve the site.

IV. CONFORMANCE WITH CITY OF CASTLE ROCK SUBDIVISION APPROVAL CRITERIA

Under the provisions of the City of Castle Rock Municipal Code, the applicable approval criteria must be met for subdivision application submittals which includes demonstrating that the threshold requirements are met, payment of required City application fees required and corroboration that the proposal is consistent with the relevant development standards' provisions of the Code except where

amended by the Developer's Agreement for the Landing on the Cowlitz Master Plan. This application has been prepared in conformance with the Code and Developer's Agreement requirements for a Preliminary Plat approval. The subsequent narrative addresses this proposals' compliance with all applicable approval criteria.

TITLE 16 SUBDIVISIONS

Chapter 16.12 Subdivisions

Procedural Requirements

[...]

Response: This subdivision application follows a pre-application conference which was held on November 6, 2024, in conformance with §16.12.010. In addition, a notification was mailed to neighboring property owners within three hundred (300) feet of the property preceding the neighborhood meeting, which was held on November 25, 2024, in conformance with §16.12.013. A copy of the notices with a list of addresses is included in this application submittal along with a Neighborhood Meeting sign in sheet.

Application Requirements

[...]

Response: Pursuant to the City of Castle Rock Municipal Code (CRMC) Section 16.12.045, an overview of all required submittal items is evidenced in the *1. Subdivision Application Submittal*, as included in the subdivision application submittal. The Preliminary Plat is included in this application package which meets the requirements of CRMC Section 16.12.050.

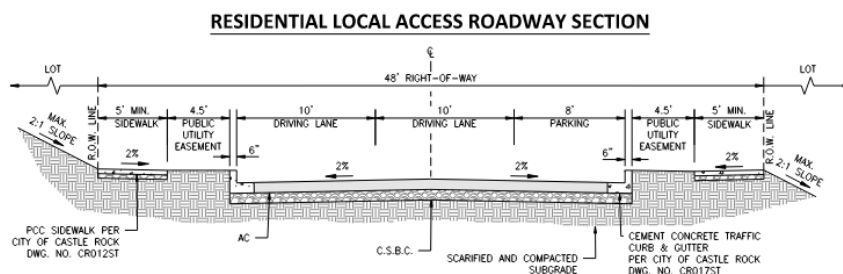
Chapter 16.20 Design and Layout Standards

[...]

16.20.040 Streets – Conformance with street plan.

The location of all streets and roads shall conform to the official street plan adopted or in preparation by the city. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.03(A), 1980].

Response: The Applicant has provided a subdivision which conforms with the applicable design and layout standards contained within the City of Castle Rock Municipal Code (CRMC) and the City's Engineering Design Standards except where modified within Section 6 of the Landing on the Cowlitz Master Plan (LOT) Developer's Agreement. This proposal includes the modified urban residential local access road:



Ref. Landing on the Cowlitz Roadway Sections, Exhibit C

Streets internal to the subdivision have been designed in conformance with the Residential Local Access which was modified with the Development Agreement to include a forty-eight- (48) foot right-of-way, five- (5) foot sidewalks and a four and a half (4.5) foot public utility easement on both sides of the street. The functional classification of the internal subdivision roadway is appropriate for the intended use of the site for forty-five (45) lots pursuant to the City City Engineering Design Standard 4.03.d. which requires this for roadway for service of up to sixty-four (64) lots. The intersection spacing of the streets internal to the subdivision have been designed to meet the minimum one-hundred and twenty-five (125) feet intersection spacing required by the City Engineering Design Standard Chapter 4.02.B.10., for local access roadways.

The subdivision has been designed to include a connection to the Phase 1 LOTC Road B (Standard Collector), the intersection for which is spaced approximately 366 feet between the nearest intersections of Larsen Lane SW and the future Phase 2 meeting the 300-foot minimum spacing requirement for Standard Collectors.

The two private driveway access tracts included in this proposal feature 20 feet of paved width, which meets Fire Marshal access requirements.

16.20.050 Arterial streets.

Arterial streets will be designed to move vehicles through the city and between various areas of the city. Direct driveway access to arterial streets shall be avoided except where no other access is available. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006].

Response: Not applicable. This proposal does not include the provision of or connection to arterial streets.

16.20.050 Access streets.

Access streets will be designed primarily to provide access to abutting properties only and shall be designed to discourage through traffic. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 §5.03(B), 1980].

Response: This proposal has been designed to include access streets which discourage through traffic to abutting properties and will instead facilitate access to the Phase 1 Road B.

In addition, this proposal has been designed without the provision of direct emergency access to Larsen Lane SW. Proposed finished site grades will inhibit the connection of emergency access for the River's Edge at the Landing Subdivision. twenty- (20) foot wide tract. In conformance with the Master Plan Conditions of Approval, Item 12.a(2), an alternative location for emergency access is required if the required emergency access cannot be provided within the existing Larsen Lane SW right-of-way. This proposal has been designed to include an emergency access spaced two-hundred and seventeen (217) feet apart from the primary subdivision access road and is included via a twenty- (20) foot wide Tract 'A.' The emergency access connection to the Phase 1 Standard Collector included in this subdivision extends less than one hundred and twenty (120) feet. The placement of bollards or other acceptable barrier at the end of the tract shall inhibit the everyday use of the emergency access road and allow emergency access use by the Cowlitz County Fire District 6.

16.20.060 Cul-de-sac streets.

"Cul-de-sacs," defined in CRMC 17.16.685, are required for roads longer than 150 feet, but they cannot exceed 400 feet in length. Please refer to the "City of Castle Rock Engineering Standards for Public Works Construction" for design specifications. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 2003-05 § 2, 2003].

Response: This proposal does not include roads that are longer than one-hundred and fifty (150) feet that do not intersect with another street. As such, cul-de-sacs are not included in this proposal.

16.20.100 Right-of-way and roadbed widths.

The minimum street right-of-way and roadbed widths shall be in "City of Castle Rock Engineering Standards for Public Works Construction" and are adopted by this reference. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.03(G), 1980].

Response: The road included in this proposal adhere to the modified forty-eight- (48) foot wide street right-of-way and eighteen- (180) foot roadbed width standards pursuant to the approved Landing on the Cowlitz.

16.20.110 Street frontage improvements.

Except where deemed impractical by the city council, all plats, subdivisions, short subdivisions, condominiums, and binding site plans shall install street frontage improvements at the time of construction as required by "City of Castle Rock Engineering Standards for Public Works Construction." Such improvements may include curb and gutter, sidewalk, bus stops, street storm drainage, street lighting system, traffic signal modification, relocation or installation, utility relocation, landscaping and irrigation, and street widening all per these standards. Plans shall be prepared and signed by a licensed civil engineer registered in the state of Washington. All frontage improvements shall be made across full frontage of property from centerline to right-of-way line. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.03(H), 1980].

Response: This proposal is not subject to any frontage improvements for existing roadways abutting the site. The roadway improvements for a portion of Larsen Lane SW are included in the Phase 1 Access and Utilities (CR-24-052).

16.20.120 Half streets.

A street lying along the boundary of a subdivision may be dedicated one-half of the required width if it is practical to require the dedication of the other half when the adjoining property is subdivided. Whenever there exists a dedicated half street of an adjoining subdivision next to a proposed subdivision, the other half shall be dedicated on the proposed subdivision to make the street complete. To ensure that this occurs, a one-foot conditional dedication shall be required on the subdivision boundary along the street for the purpose of withholding access from the unsubdivided property to said street until such time as a complete street is constructed. This same procedure will also be required when a street dead-ends at the boundary of any subdivision. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.03(I), 1980].

Response: This proposal does not include the provision of a half-width street. A one (1) foot conditional dedication shall be included for Road C which dead ends at the boundary of the proposed River's Edge at the Landing Subdivision.

16.20.140 Street lighting.

Street lighting shall be included in the development of all future platting and/or subdivisions. Street lights shall be placed at all streets per the "City of Castle Rock Engineering Standards for Public Works Construction." [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.03(K), 1980].

Response: The Preliminary Lighting Plan depicts street lighting spaced in conformance with the two-hundred- (200) feet maximum spacing requirement pursuant to *CRMC 16.20.140.*). Final locations of street lighting are subject to change during final engineering but shall be required to conform with the City Engineering Standards, Chapter 4.22.K., local roadways which include twenty-eight (28) feet wide pavement, staggered or one (1) side system every two hundred (200) feet. This proposal has been designed to include the modified Residential Local Access roadway segments varying in length.

16.20.150 Parking requirements.

When a plat or subdivision is included in an area where off-street parking is required, such off-street parking shall be as required by CRMC Title 17. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.03(L), 1980].

Response: This proposal is subject to off-street parking requirements pursuant to the City of Castle Rock Municipal Code (CRMC) 17.52.020.A.1. which necessitates two (2) spaces for each dwelling unit. This proposal has been designed to facilitate the inclusion of two- (2) car garages and two- (2) car carports/driveways.

16.20.160 Railway crossings.

[...]

Response: Not applicable. This proposal is not situated at a site in which a railway grade crossing is involved.

16.20.170 Alleys – Required when.

Alleys should be provided at the rear of all lots intended for commercial or industrial uses. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.04(A), 1980].

Response: Not applicable. This proposal does not involve lots intended for any non-residential use.

16.20.180 Alleys – Specifications.

Dead-end alleys shall be avoided whenever possible, but, if unavoidable, shall be provided with turnaround facilities. Alley intersections and sharp changes in direction shall be avoided, but where they are necessary, corners shall be rounded sufficiently to permit safe vehicular movement. Except as otherwise provided in this title, alleys shall follow the general development standards governing streets. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.04(B), 1980].

Response: Not applicable. This proposal does not include alleys therefore the specifications pertaining to those do not apply.

CRMC §16.20.190 Easements – Required when.

A. Except where alleys of not less than 20 feet are provided for that purpose, the city council may require easements not exceeding 10 feet on each side of all rear lot lines, and on side lot lines where necessary or, in the opinion of the city council, advisable, for poles, wires, conduits, storm and sanitary sewers, gas, water and heat mains or other utility lines or across lines where necessary for the extension of existing or planned utilities.

Response: This proposal has been designed to include a ten- (10) foot stormwater easement within portions of the site pursuant to the requirements of the approved Landing on the Cowlitz Master Plan.

B. If, in the opinion of the city council, the most suitable and reasonable locations for any of the utilities, such as sewers, storm drains, water and gas pipes and electric pole lines and conduits, which are likely to be required within a subdivision, either for the service thereof or for service of areas in the surrounding territory, do not wholly lie within the streets, including alleys, if any, shown upon the plat, the city council may require, as far as reasonable, provisions to be made for the location of such utilities on routes elsewhere than within said streets, either by dedication of public easements for the same as part of the plat or by the filing of supplementary instruments which will adequately protect public interest in the proper location of said utilities. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.05(A), 1980].

Response: This proposal has been designed to include a ten- (10) foot stormwater easement, where applicable, along the perimeter of the property abutting privately owned non-LOT Master Plan property and for Lots 12-19 abutting Larsen Lane SW.

16.20.200 Public open spaces.

All residential single-family subdivision (including manufactured home parks/subdivision) and multifamily development proponents shall be required to dedicate land for park areas prior to receiving any occupancy permit. Upon finding that there is cause for a variation in accordance with Chapter 16.36 CRMC, or if the proponent demonstrates that off-site improvements associated with projects identified in the park and recreation plan are of greater benefit to the city than an on-site land dedication, the city council may accept off-site improvements or a fee in lieu of land dedication; provided, that the off-site improvements are completed or the fee in lieu of land dedication will be collected in full prior to final plat approval.

All mitigation measures are to be based on specific impacts based on population increase caused by the development as determined in the city's park and recreation plan adopted via Resolution No. 2005-02, or amended thereafter. Said dedication shall be based on an assessment of demand and need along with established park standards set forth within the adopted park and recreation plan. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.05(B), 1980].

Response: This proposal has been designed to include park space that is approximately 18,396 square feet in size and shall be dedicated to the City of Castle Rock upon completion of construction and prior to issuance of final certificate of occupancy for the subdivision. The exact amount of park area may be subject to change during final engineering but shall be designed in conformance with the applicable requirements.

In anticipation of a potential 183 future site residents (factoring in a potential three (3) residents per lot), a minimum of one-hundred and seventy four (174) square feet per lot is required pursuant to the approved Landing on the Cowlitz Master Plan (LOTIC) Developer's Agreement, Item No. 6.1.4.

16.20.210 Watercourse easements.

Where a subdivision is traversed by a watercourse, drainageway, wasteway, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially to the line of such watercourse, drainageway, wasteway, channel, or stream, and of such width for construction, maintenance, and control as will be required for such purposes. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.05(C), 1980].

Response: This proposal includes an existing drainageway along the perimeter abutting privately owned property not included in the approved Landing on the Cowlitz Master Plan (LOTIC) which has been designed to be undergrounded with a ten- (10) foot stormwater easement. In addition, stormwater piping is included along the rear of Lots 12-19 abutting Larsen Lane SW for which a ten- (10) foot stormwater easement.

16.20.220 Blocks – Length.

Intersecting streets shall be laid out so that blocks between street lines shall be provided in accordance with the "City of Castle Rock Engineering Standards for Public Works Construction," except that where, in the opinion of the city council, extraordinary conditions unquestionably justify departure from this maximum, the city council may require or permit greater distances between street lines. The city council may require, at or near the middle of the block, a public pedestrian way not less than 15 feet in width for foot traffic. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.06(A), 1980].

Response: This proposal has been designed to include streets that meet the City Engineering Design Standard Chapter 4.10.C., which requires a minimum centerline offset of one hundred and fifty (150) feet from the intersection with Road B, a Standard Collector modified by the LOTIC Developer's Agreement. In addition, the intersection spacing of the streets internal to the subdivision have been designed to meet the minimum one-hundred and twenty-five (125) feet intersection spacing required by the City.

16.20.240 Blocks – widths.

The width of blocks shall be such as to allow two rows of lots, of the size specified in this chapter, unless exceptional conditions are, in the opinion of the city council, such as to render this requirement impracticable. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.06(B), 1980].

Response: This proposal has been designed to include a maximum of two (2) rows of lots.

16.20.240 Lots – Access.

Each lot shall be provided with satisfactory access by means of a public street connecting to existing and developed highways or by some other legally sufficient right of access which is permanent and inseparable from the lot to be served. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 §5.07(A), 1980].

Response: Direct roadway connection for each lot included in this subdivision is facilitated via the internal public asphalt LOTC modified Urban Local Access roads or private tracts included in the River's Edge at the Landing Subdivision.

16.20.250 Lots – Arrangement.

In all quadrangular lots and, so far as practicable, all other lots, the side line shall be at right angles to straight street lines or radial or curved street lines. An arrangement placing adjacent lots at right angles to one another shall be avoided where practicable. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.07(B), 1980].

Response: Each quadrangular lot has been included in this subdivision with right angles to abutting roadways and tracts which provide access to the lots.

16.20.260 Lot – Minimum size.

Minimum lot sizes and lot dimensions of any subdivision shall be as required by CRMC Title 17. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 518 § 1, 1980; Ord. 509 § 5.07(C), 1980].

Response: Pursuant to the approved Landing on the Cowlitz Master Plan (LOT) Condition of Approval, Item 5.a., there are no minimum lot size or width requirements provided that applicable lot coverage, parking, loading, stormwater management, and landscaping requirements as well as the provisions of the International Building Codes, as adopted and implemented by the City are met. The Developer's Agreement Item 6.1.1., requires that single-family lots must be a minimum of 3,500 square feet in size. This proposal has been designed to include single-family lots which are 3,500 square feet or larger.

16.20.260 Minimum yards.

The minimum front, side or rear yard within a subdivision shall be as required by the zoning ordinance then in effect. [Ord. 2010-01 Att. A, 2010; Ord. 2006-09 Att. A, 2006; Ord. 509 § 5.07(D), 1980].

Response: Each lot included in this subdivision has been designed in this subdivision to include the required setbacks. privately-owned property not included in the master plan. The LOTC Developer's Agreement requires that the residential land use portion of the Master Plan must comply with the following minimum setback requirements of the R-2 high density residential district:

- 20 feet for front yards with garages;
- 15 feet for front yards and corner lot/side yard in width along the flanking or street side;
- 20 feet for rear yards, and;
- 5 feet for side yards for lots that include single-family dwellings.
- 35 feet building setback abutting privately-owned properties not included in the LOTC master plan (twenty- (20) foot landscape buffer, ten- (10) foot drainage easement and additional five- (5) foot building setback).
- Corner lots must comply with the minimum sight distance requirements included in Section 4.12 of the City Engineering Design Standards. This standard is met as demonstrated on the Landscape Planting Plan, Sheet L1.0

This proposal also includes additional setback requirements in conformance with the approved Landing on the Cowlitz Master Plan (LOT) Condition of Approval, Item 5.b.:

Condition of Approval, Item 5.b.:

There are no minimum front, side, or rear yard building setbacks, within the interior of the master planned development, provided that:

- (1) There shall be a minimum landscape buffer of 20' along the external boundary of the master planned development that abuts privately owned properties not a part of the Master Planned Development. This requirement may be modified by mutual written agreement of the adjoining property owners and subject to City review and approval.*
- (2) All buildings must be setback at least 5' from the required 20' landscaped buffer.*
- (3) All buildings shall comply with the provisions of the International Building Codes as adopted and implemented by the City.*

This proposal has been designed to include a twenty- (20) foot landscape buffer along portions of the property that abut privately owned property not included in the approved Master Plan, i.e., Parcel 3081101100, Parcel 30818 and Parcel 3081701. In addition, this proposal has been designed to include a ten- (10) foot drainage easement within which no development is allowed, and a five- (5) foot building setback (ref. Lots 14 and 16). As such, a total of thirty-five (35) feet of setback included in the design for proposed lots within the Landing on the Cowlitz (LOT) Master Plan that abut privately owned property.

Lots 9-14 abut Larsen Lane SW and have been designed to include a ten- (10) foot drainage easement within which no development is allowed and a twenty- (20) foot building setback.

TITLE 17 ZONING
Chapter 17.32 High Density Residential District

17.32.040 Building heights.

The maximum building height in the R-2 district shall be four stories or 40 feet, except that building heights greater than four stories or 40 feet may be allowed by special permit. [Ord. 2018-02 § 2 (Exh. A), 2018].

Response: This preliminary plat does not include proposed structures, however, demonstrate that this standard has been met will be required with the building permit applications.

17.32.050 Building site dimensions.

A. In the R-2 district, the following shall be considered as a minimum lot area; however, no dwelling shall be constructed upon a lot which has a width of less than 60 feet or less than the following square footage:

- 1 Single-family dwellings, 6,000 square feet;*
- 2. Single-family attached dwellings, 3,750 square feet;*
- 3. Duplexes, 7,500 square feet;*
- 4. Multiple-family dwellings, 7,500 square feet for the first two dwelling units, plus 1,000 square feet for each additional dwelling unit.*

Response: While this site is subject to the requirements of the R-2 district, this proposal has been designed to meet the minimum lot sizing as modified by the approved Landing on the Cowlitz Master Plan which includes 3,500 square foot single-family residential lots.

B. Provided, that these regulations shall not prohibit the erection of one single-family dwelling upon any lot of record prior to March 1, 1975, because such lot is of less area or width than required by these regulations. [Ord. 2018-02 §2 (Exh. A), 2018].

Response: Not applicable. This proposal involves the subdivision and development of property which shall be devoid of any structures.

17.32.060 Street frontage.

Every principal structure, except bungalow courts, shall front upon a public street without any other building intervening between it and the street upon which it fronts. [Ord. 2018-02 § 2 (Exh. A), 2018].

Response: This proposal has been designed to include lots which front upon and have direct access to a public street or private tract. Subsequent building permit applications submitted after preliminary land use approval shall be required to demonstrate that no buildings shall be allowed to intervene between the principal structure and the street for which each lot has access to.

17.32.070 Minimum yard requirements.

The minimum yard requirements in the R-2 district are as follows:

A. Front yard: not less than 15 feet from the front property line.

Response: This proposal has been designed to include twenty- (20) foot front yard setbacks as each lot has been designed with the intention to be front loaded.

B. Garage entrance: set back a minimum of 20 feet from the front property line.

Response: All lots included in this proposal have been designed to include a twenty- (20) foot setback from the front property line.

C. Rear yard: not less than 20 feet in depth. The rear yard may be reduced by the development review committee to five feet if provisions are made for off-street parking and the property abuts an alley. The development review committee can include conditions necessary to maintain the residential character of the neighborhood.

Response: Rear lot setbacks included in this proposal are twenty (20) feet. None of the lots included in this proposal abut an alley as an urban local access roadway and private tracts are the only road types included in this subdivision.

D. Side yard: not less than five feet in width on sides of dwelling. For two-family dwellings (duplex), each side yard shall be a minimum of eight feet in width. The side yard for every building shall be increased by one additional foot in width for each story of the structure above two stories in height.

Response: This proposal involves a detached single-family residential subdivision and as such, five- (5) foot side yard setbacks are included. With a maximum building height of forty (40) feet, it is not anticipated that additional building setback area will be necessary for side yards.

E. Corner lot/side yard: 15 feet in width along the flanking or side street line. [Ord. 2018-02 § 2 (Exh. A), 2018].

Response: Corner lots included in this proposal feature a fifteen (15) foot setback along the flanking or street line.

17.32.080 Screening, landscaping and critical area buffering requirements.

The objectives of the screening, landscaping and buffering requirements are threefold. The first objective is to develop a multiple-family residential area which is attractive; the second is to buffer adjacent single-family residential areas from the effects of neighboring high density residential uses; and the third is the protection of property and life from damages resulting from locating too close to a critical area, while providing protection from human encroachment for endangered and local wildlife species. Prior to or as part of applying for a building permit to expand existing or construct a new building in the R-2 residential zone, the following screening, landscaping and buffering requirements shall be met:

A. A site plan with detailed landscaping and screening must be submitted for city review for consideration of the following requirements: A perimeter hedge or landscaped berm or landscaped areas at least three feet deep shall be installed and maintained adjacent to each property line, except where a permanent structure, driveway or sidewalk is in this area. The landscaping must conform with the street visibility standards contained in CRMC 17.48.020.

Response: This preliminary application submittal includes a landscaping and screening plan which depicts the proposed landscaping on sheets L1.0, L1.1 and L1.2.

B. Landscaping of Surface Parking and Loading Areas. In addition to the general required landscaping, the following screening and landscaping is required on surface parking areas:

- 1. Additional interior landscaping of two percent or more of the site area shall be required when the site, exclusive of building areas, is 5,000 or more square feet. The interior landscaping shall be placed within a parking area in a way which visually reduces the barren effect of the open surfaced area. Berms and other landscaped areas provided to meet screening requirements may not be counted as part of this additional interior landscaped area.*

Response: Not applicable. This proposal does not include surface parking or loading areas therefore these standards do not apply.

- 2. One tree or medium sized (four feet tall or larger) evergreen shrub shall be planted and maintained for every 20 parking spaces. Each tree or shrub shall be three feet away from any curb of a landscaped area or edge of the parking area.*

Response: This proposal has been designed to include trees sized and spaced in accordance with this requirement and is depicted in the proposed landscaping on sheets L1.0, L1.1 and L1.2.

C. Screening of Surface Parking Areas and Other Outdoor Use Areas Abutting a Single-Family Residential Area.

[...]

Response: Not applicable. This proposal involves residential use only.

D. Screening of Blank Facades. A five-foot-deep landscaped area with trees or medium sized (four feet tall or larger) evergreen shrubs shall be planted and maintained between street property lines and a blank building facade which exceeds 50 feet in width.

Response: This proposal does not include the provision of structures. This will be addressed with the building permit application submittal.

E. Permitted Breaks in Landscaping or Screening. Pedestrian walkways and vehicular driveways through required landscaping or screening are permitted. Breaks in required landscaping or screening for vehicular access shall not exceed the width of permitted curbcuts.

Response: This proposal does not at this time include breaks in landscaping or screening to facilitate vehicular driveways or walkways that exceed the width of permitted curbcuts.

F. Screening. Wherever six-foot-high screening is required, it may be either:

- 1. A fence or wall six feet in height; or*
- 2. A landscaped berm at least four feet in height or a hedge which will achieve a height of five feet within three years of planting and is at least two feet high at the time of planting.*

Response: This proposal has been designed to include screening as appropriate.

G. Grade Separation Exceptions. Where grade difference of 10 or more feet occurs within 10 feet of the lot line, the required screen may be replaced with a landscaped area five feet deep or 150 percent of the required landscaped area, whichever is more.

Response: Not applicable. The site is flat and devoid of grade differences of ten (10) feet or more.

H. Required Planting. Areas or berms required to be landscaped shall be planted with trees, shrubs and evergreen ground cover, in a manner which covers the required setback, excluding driveways, within three years of the date of the issuance of the permit. Features such as walkways, decorative paving, sculptures or foundations may cover a maximum of 30 percent of each required landscaped area or berm. Trees shall be selected from the city's recommended list for tree planting.

Response: This proposal has been designed to include landscaping which covers the required setback, excluding driveways.

I. Buffering Requirements Adjacent to Critical Areas. Prior to or as part of applying for a building permit to expand existing or construct a new multiple-family building in the R-2 zone adjacent to any identified critical area, an approved critical area permit must be submitted which clearly shows that adequate buffering has been (or soon will be) provided in accordance with Chapter 18.10 CRMC, Critical Areas, as applicable to the subject site. [Ord. 2018-02 § 2 (Exh. A), 2018].

Response: Not applicable. This proposal does not abut critical areas.

17.32.090 Off-street parking.

Off-street parking shall be provided in accordance with the requirements of Chapter 17.52 CRMC and CRMC 17.48.110. [Ord. 2018-02 § 2 (Exh. A), 2018].

Response: This proposal has been designed to facilitate the inclusion of the required parking quantity and configuration pursuant to the requirements of Chapter 17.52 CRMC. CRMC 17.48.110 pertains to quasi-public building yard and as such does not apply to this proposal which involves a single-family residential subdivision. Narrative addressing the requirements contained within 17.52 is included in response to those chapters below.

17.32.100 Permitted signs.

Signs allowed in the R-1 district shall be allowed in the R-2 district in accordance with Chapter 17.82 CRMC. [Ord. 2018-02 § 2 (Exh. A), 2018].

Response: This proposal does not include the provision of signage. It is anticipated that monumentation signage may be contemplated as part of the subdivision building permitting process. Since a subdivision developer is not at this time engaged in the project, it remains unknown if entry signage will be pursued at a later date.

Chapter 17.52

OFF-STREET PARKING AND LOADING

17.52.010 Requirements.

In all use districts, space for the off-street storage and parking and loading and unloading of motor vehicles shall be reserved and improved for use when any building or structure is erected, or when any building or structure is enlarged or expanded in heights or ground coverage so as to increase the number of required parking spaces by 10 percent over the number required prior to the enlargement or expansion. Any on-street parking space immediately adjacent to a use may be counted toward fulfilling that use's parking requirements. [Ord. 2018-02 § 2 (Exh. A), 2018].

Response: This proposal includes the development of a subdivision. No uses have been developed within the approved Landing on the Cowlitz Master Plan (LOTIC) therefore, required parking spaces may not be counted towards the minimum required for the subdivision.

17.52.020 Parking standards.

A. The minimum required parking spaces for the various uses shall be as follows:

1. Single-family dwelling: two spaces for each dwelling or living unit;

Response: This proposal has been designed to include eighteen- (18) foot wide driveways for each individual residential lot in order to accommodate two (2) off-street parking spaces in the driveway. Pursuant to the City's Street & Asphalt Concrete Paths and/or Bikeways Standards Section 4.11, page 4-15, for private driveways, individual lot sizes ranging from 30 to 50 feet are limited to twelve (12) feet or 30% of frontage. The Applicant requests a modification to the City's driveway standard in order to maximize the number of parking spaces available to future homeowners. This modification would allow the Applicant to maximize the number of lots available to the community.

2. Duplex: two spaces for each dwelling unit;

Response: Not applicable. This proposal involves a subdivision with single-family residential lots.

3. Multifamily dwelling: one and one-half spaces for each dwelling or living unit;

Response: Not applicable. This proposal does not involve a multifamily family use.

4. Church, mortuary, funeral home: one space for each four seats in the chapel or nave;

Response: Not applicable. This proposal involves a single-family residential subdivision.

5. *Bowling alleys: three spaces for each lane;*

Response: Not applicable. This proposal involves a residential use and as such does not include a bowling alley.

6. *Hotels and motels: one space for each room or suite, plus one space for each employee and required spaces for any restaurant, assembly rooms, or other accessory use;*

Response: Not applicable. This proposal involves a single-family residential subdivision.

7. *Hospitals, sanitariums, convalescent homes, nursing homes and rest homes: one space for every three patient beds, plus one additional space for each staff doctor and for every three employees;*

Response: Not applicable. This proposal involves a single-family residential subdivision.

8. *Manufacturing or industrial uses: one space for each two employees on the shift of greatest employment, with a minimum of three spaces;*

Response: Not applicable. This proposal involves a single-family residential subdivision.

9. *Restaurants with inside service: one space for each 100 square feet and restaurants with drive-thru, one space for each 200 square feet.*

Response: Not applicable. This proposal involves a subdivision with single-family residential lots.

B. *All parking spaces will be provided with adequate ingress and egress to allow maneuvering for the parking spaces.*

Response: All parking spaces included in this subdivision have been designed to allow adequate ingress and egress.

C. *All parking spaces will be located on the same lot as the use for which the parking spaces are needed.*

Response: This proposal has been designed to include lots which can facilitate parking spaces and public streets internal to the subdivision. This proposal includes the provision of twenty-one (21) on-street parking spaces.

D. *All other uses will provide one parking space for each 200 square feet of gross floor area.*

Response: Not applicable. This proposal includes a single-family residential use for which the parking requirements are specified.

E. *Parking Space Dimensions.*

1. *The minimum size for large size vehicle parking (SUVs, pickup trucks, motor homes, etc.) is nine feet in width and 19 feet in length.*

Response: This proposal includes lots that have been dimensioned to facilitate the inclusion of four (4) nine- (9) foot wide and nineteen (19) feet in length.

2. *The minimum size for medium size vehicle parking (four-door sedans, etc.) is eight and one-half feet in width and 17 feet in length.*

Response: This proposal has been designed to include on-street parking spaces to facilitate twenty-one (21) on-street parking spaces which have been sized to include eight- (8) foot wide by twenty- (20) foot long parking spaces.

3. *The minimum size for small size vehicle parking (VWs, Honda Civics, etc.) is eight feet in width and 15 feet in length.*

Response: Not applicable. This proposal does not include small vehicle size parking spaces.

4. *Barrier-free parking space dimensions shall be provided as required by the Washington State Rules and Regulations for Barrier-Free Design. Unless more space is required under the Washington State Rules and Regulations, barrier-free parking spaces, accessible to disabled persons, shall be provided in every off-street parking facility with 10 or more parking spaces at the rate of one accessible parking space for every 30 standard parking spaces.*

Response: Not applicable. This proposal has been designed to include twenty-one (21) on-street parking spaces. Since this proposal does not include thirty (30) standard parking spaces, the provision of the City's barrier-free (handicapped) parking space requirement does not apply.

F. Required Mixture of Various Sized Spaces. The required number of parking spaces of each size shall be determined by whether the parking is for residential or nonresidential use. In structures containing both residential and nonresidential uses, parking, which is clearly set aside and reserved for residential use, shall meet the standards of subsection (F)(1) of this section; otherwise, all parking for the structure shall meet the standards of subsection (F)(2) of this section.

1. *Residential Use.*

- a. *When five or fewer spaces are provided, a minimum required size for each parking space shall be for a medium sized car.*

Response: Not applicable. This proposal involves the inclusion of greater than five (5) spaces.

- b. *When more than five spaces are provided, a minimum of 60 percent of the parking space shall be striped for medium sized vehicles, and one space or two percent, whichever is the greater, of parking spaces must meet the barrier-free (handicapped) design standards.*

Response: This proposal includes the provision of more than five (5) spaces and the provision of on-street parking spaces which generally meet the criteria for the medium parking space.

2. *Nonresidential Use.*

[...]

Response: Not applicable. This proposal involves a residential use.

17.52.030 Mixed occupancies.

In the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities for one use shall not be considered as providing required facilities for any other use except as hereinafter specified for a joint use. [Ord. 2018-02 § 2 (Exh. A), 2018].

Response: Not applicable. This proposal involves a single use whereby which mixed occupancies shall be prohibited.

17.52.040 Layout plan.

Prior to the issuance of a building permit for any building or use requiring more than two parking spaces, a plan showing proposed and existing buildings and the layout, dimension, mixture of various size spaces, and the number of parking spaces shall be submitted to the development review committee as per Chapter 17.77 CRMC. [Ord. 2018-02 § 2 (Exh. A), 2018].

Response: The Applicant acknowledges this requirement must be met prior to the City's issuance of building permits.

17.52.050 Loading and unloading.

On every lot in a C-1, C-2 or I-1 district, and on any lot on which is conducted any public or semi-public use, there shall be space provided for the loading of goods and materials. Such spaces shall not be less than 10 feet in width nor 25 feet in length. Such space shall be provided with adequate access to a public right-of-way. [Ord. 2018-02 § 2 (Exh. A), 2018].

Response: Not applicable. This proposal involves a subdivision which requires adherence to standards required for a R-2 district.

17.52.060 Requirement compliance with state handicapped regulations.

Handicapped (barrier-free) parking shall be provided as stated in CRMC 17.52.020 and as defined in RCW 46.16.281. [Ord. 2018-02 § 2 (Exh. A), 2018].

Response: Regulations pursuant to CRMC 17.52.020 do not apply to this proposal as it involves the provision of fewer than thirty (30) on-street parking spaces.

17.52.070 Hard surfaces required for commercial and industrial parking.

"Hard surface" means asphalt, concrete, or cement. [Ord. 2018-02 § 2 (Exh. A), 2018].

Response: Not applicable. This pertains to commercial and industrial parking and this proposal includes a residential use.

TITLE 15 BUILDINGS AND CONSTRUCTION

Chapter 15.24 Flood Damage Prevention

[...]

15.24.240 Subdivision Proposals

A. All subdivision proposals shall be consistent with the need to minimize flood damage.

Response: This proposal includes the provision of site fill, with proposed site grading which shall result in raising the site to 50.3 feet which is above the base flood elevation (BFE) of 48 for the site. In addition, structures shall be required to be raised one- (1) foot above the BFE. This proposal has been designed to facilitate the inclusion of building pads at 51.8 feet.

B. All subdivision proposals shall have public utilities and facilities such as sewer, gas, electrical and water systems located and constructed to minimize flood damage.

Response: The road profiles included in this proposal have been designed to keep the roadways above the BFE ensuring that water meter boxes, gas meters, electric meters, etc. are all above flood elevations. In addition, this proposal has been designed to include building pad elevations well above the base flood plain (BFE).

C. All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage.

Response: This proposal has been designed in accordance the Landing on the Cowlitz Master Plan master drainage plan which is anticipated to receive approval within Q2 of 2025. In addition, each building pad elevation in this proposal is set well above the 100-year base flood plain elevation. Driveway grades have been designed to ensure positive drainage away from structures. For more information, refer to the Stormwater Master Plan for the LOTC about how the system will perform during flood events.

D. Where base flood elevation data has not been provided or is not available from another authoritative source, it shall be generated for subdivision proposals and other proposed developments which contain at least 50 lots or five acres (whichever is less). [Ord. 88-14 § 5.1-4, 1988].

Taylor, how would you describe how the proposed provision of utilities and facilities has been designed to minimize flood damage?

Response: Not applicable. Base flood elevation data is available for this site as derived from FEMA FIRMETTE Map No. 53015C0294G (Effective Date 12/16/2015).

TITLE 18 ENVIRONMENTAL PROTECTION

[...]

18.04.130 Environmental checklist.

A. A completed environmental checklist (or a copy), in the form provided in WAC 197-11-960, shall be filed at the same time as an application for a permit, license, certificate, or other approval not specifically exempted in this chapter; except, a checklist is not needed if the city and applicant agree an EIS is required, SEPA compliance has been completed, or SEPA compliance has been initiated by another agency. The city shall use the environmental checklist to determine the lead agency and, if the city is the lead agency, for making the threshold determination.

Response: This application submittal includes a completed SEPA Checklist.

B. For private proposals, the city will require the applicant to complete the environmental checklist, providing assistance as necessary. For city proposals, the department initiating the proposal shall complete the environmental checklist for that proposal. [Ord. 574 § 18A.12.040, 1984].

Response: While a SEPA Checklist was not specified in the Pre-Application Notes as a required submittal item, one is provided in the event the City of Castle Rock makes the determination one is needed.

V. CONFORMANCE WITH MITIGATION MEASURES AS OUTLINED IN THE MODIFIED MDNS DATED SEPTEMBER 8, 2021

This proposal has been designed in conformance with the City's requirement to avoid, minimize, and mitigate potential adverse impacts associated with the phased implementation of the Landing on the Cowlitz (LOTC) Master Plan over time. The subdivision application constitutes the first implementing phase of the LOTC Master Plan and as such requires the submittal of a State Environmental Protection Act (SEPA) Checklist which evaluates the following potential impacts associated with the subdivision against the anticipated impacts evaluated in the Modified Mitigated Determination of Non-Significance (MDNS) dated September 8, 2021, for the Landing on the Cowlitz (LOTC) Master Plan. The following mitigating measures have been met by this proposal:

1. *A SEPA Checklist will be submitted with the application to implement each phase of the approved master plan.*
 - a. *The City may require additional mitigation and/or conditions of approval based on an analysis of these subsequent environmental documents.*

Response: The application for the River's Edge at the Landing Subdivision includes a SEPA Checklist which demonstrates that all anticipated impacts associated with the subdivision were contemplated within the approved SEPA MDNS dated September 8, 2021.

2. *All subsequent project specific development activities shall comply with the applicable provisions of the Castle Rock Municipal Code unless modified by these conditions of approval.*

Response: Pursuant to the Developer's Agreement (DA) dated February 20, 2024, Section 5, all subsequent project specific development activities are vested under the development standards in effect on November 8, 2021 except where modified by the DA. This proposal has been designed in conformance with all applicable development standards.

3. *There shall be no net loss of function or value of wetlands, streams, or rivers and associated habitats.*
 - a. *A Critical Areas Report shall be submitted for all development activities that may impact environmentally sensitive areas on or near the site and a Critical Areas Permit or similar authorization shall be required for all non-exempt development activities.*

Response: Not applicable. The site does not have indicators for wetlands, stream, or rivers and associated habitats. Therefore, a Critical Areas Report is not required for the proposed subdivision.

- b. *All critical areas and their buffers shall be delineated and placed in an open space tract.*

Response: This proposal shall involve site fill and certification for bringing above the floodplain. As such, the finished subdivision shall not include critical areas and shall not necessitate the inclusion of an open space tract.

- c. *All development activities within 200' of a river or stream and their associated wetlands under the jurisdiction of the Washington State Shoreline Management Act shall comply with the provisions of the Castle Rock Shoreline Master Program.*

Response: The site is located outside of the two hundred (200) feet of a river or stream and their associated wetlands under the jurisdiction of the Washington State Shoreline Management Act.

4. *All development activities shall comply with the City Flood Hazard Prevention regulations including the elevation of buildings at least one foot above base flood elevations.*

Response: This proposal has been designed in conformance with the City of Castle Rock Municipal Code (CRMC) 15.24.240 and includes building pads at elevation 51.8 which is well over one- (1) foot about the base flood elevation of 48. For more information, see the narrative section above which addresses this.

5. *Prior to the initiation of any clearing and grading activities the Project Sponsor shall submit for City review and approval a Master Clearing, Fill, and Grading Plan that is integrated with a Master Stormwater Management Plan that includes an analysis of the impacts of the development to the adjacent properties and measures to ensure that stormwater or flood waters will not adversely affect neighboring properties.*

Response: This proposal post-dates the approved master grading plan (ref. City file no. CR22023)

6. *The primary route of ingress and egress shall be from Huntington Avenue South and a new access road in the immediate vicinity of the existing Timberlake Church access road. All access roads in this corridor shall be designed, built, and improved to City industrial road standards, except as modified by the Conditions of Master Plan approval, provided that:*

- a. *With each application to implement a phase of development, the Project Sponsor shall submit an updated traffic report that identifies the number of trips to be generated, assesses existing conditions, identifies proposed mitigation measures to meet City standards, and that identifies when such mitigation measures are required.*

Response: Pursuant to the feedback provided by the City's traffic engineering consultant in a letter dated November 14, 2024, determined that the appropriate level of review required for the subdivision includes a trip accounting analysis.

7. *Larsen Lane SW is a public right-of-way and in its existing condition the use of Larsen Lane SW to access the Master Planned Development shall be limited to:*

- a. *Emergency ingress and egress, provided that:*

- (1) *The Project Sponsor shall be responsible for the design and construction of such improvements to Larsen Lane SW within the existing right-of-way from the site of the Master Planned Development to the intersection with Huntington Avenue South that may be*

required by the City to maintain emergency access to the Master Planned Development in accordance with the provisions of the International Fire Code as implemented and adopted by the City.

Response: This proposal has been designed without the provision of direct emergency access to Larsen Lane SW. Proposed finished site grades will inhibit the connection of emergency access for the River's Edge at the Landing Subdivision. As such, the Applicant is not subject to the provision of additional improvements to Larsen Lane SW right-of-way from the site of the Master Planned Development to the intersection with Huntington Avenue South.

- (2) It is understood by the parties that if the required emergency access cannot be provided within the existing right-of-way that a different route for emergency access may be required.*

Response: This proposal has been designed to include emergency access to the subdivision via a private access driveway tract located approximately two hundred and seventeen feet from the primary subdivision.

- b. Interim access by the Project Sponsor, and their employees, subcontractors, and suppliers pending the construction of a temporary access road at the primary access point from Huntington Avenue near the church driveway, provided that:*

- (1) The Project Sponsor shall provide the City with documentation of the existing condition of Larsen Lane SW and shall be responsible for the repair of any damages to the roadway during this interim period.*

Response: A temporary access road was established to the site in 2022 and as such, Larsen Lane SW is not used as an interim construction access road.

- (2) The City will require a bond or financial guarantee sufficient to restore Larsen Lane SW in its sole discretion.*

Response: Not applicable. This proposal does not include emergency or otherwise temporary use of Larsen Lane SW.

- (3) The Project Sponsor shall design and construct, subject to City review and approval, a temporary access road at the primary point of access from Huntington Avenue near the church driveway no later than June 30, 2022, provided that this deadline may be extended with cause by the City.*

Response: The temporary access road at the primary point of access from Huntington Avenue South near the church driveway was established in 2022 in conformance with City requirements.

- (4) The City will make a good faith effort to expedite the review and approval of this temporary access road.*

Response: Not applicable. The Applicant did not bear the responsibility of expediting reviews.

8. *The City may install reasonable measures to prevent the use of Larsen Lane SW to access the Master Planned Development. This may include, but is not limited to, signage, a gate or bollards with a lock box, and a cul-de-sac or turnaround for vehicles attempting to enter the Master Planned Development.*

Response: Pursuant to the Pre-Application Meeting with the City of Castle Rock on November 6, 2022 (ref. CR-PA-24-06), the City indicated that they do not have plans limit access along Larsen Lane SW from the master planned development.

9. *The Project Sponsor may propose to use Larsen Lane SW to provide a second access route to the Master Planned Development if such is required in accordance with local, state, or federal standards. The Project Sponsor shall be responsible for the design, acquisition of right-of-way, and construction of any required improvements to Larsen Lane SW including the intersection with Huntington Avenue South in accordance with City standards. The proposed design and use of these improvements shall be subject to environmental review and mitigation.*

Response: Not applicable. This proposal does not involve a second access route connection to Larsen Lane SW.

10. *The Project Sponsor shall prepare and submit with the first implementing application a Conceptual Master Plan to guide the development and use of pedestrian and bicycle facilities, parks, and open spaces open to the public. This Conceptual Master Plan shall include, but is not limited:*

- a. *The standards for the development of trails, sidewalks, bike paths and lanes.*

Response: This proposal includes park area which shall be dedicated to the City of Castle Rock pursuant to the Developer's Agreement Item No. 6.1.4. Sidewalks included in this proposal are included with the roadways internal to the subdivision.

- b. *Potential areas to view and access shorelines.*

Response: Not applicable. There are no scenic views observable from the site that could become obstructed by the proposed subdivision.

- c. *Areas to be maintained by a private management entity, homeowner's association, or the like.*

Response: It is presently anticipated that the future Homeowner's Association shall be responsible for the areas within the subdivision such as the private driveway access tracts, i.e., Tract 'A' and Tract 'B,' mailboxes and the entrance area which may someday feature entrance signage/monumentation.

- d. *Areas proposed for dedication and maintenance by the City or other public agency, if any.*

Response: This proposal includes roadways internal to the subdivision which shall be dedicated to the City of Caste Rock.

11. *The Project Sponsor shall be responsible for the design, construction, and maintenance of such improvements as may be required to connect to the City water system, unless otherwise agreed to by the parties. All new development shall be connected to the City water system, provided that plans for a separate irrigation system may be submitted for City review and approval.*

Response: This proposal involves connection to the proposed City water system within the Phase 1 roadway.

12. *The Project Sponsor shall be responsible for the design, construction, and maintenance of such improvements as may be required to connect to the City sewer system, unless otherwise agreed to by the parties.*

Response: This proposal has been designed to connect to the City sewer system within the Phase 1 roadway.

13. *The City and the Project Sponsor shall jointly consult with the Cowlitz Indian Tribe to determine the scope of a cultural and archaeological survey that shall be conducted prior to initiating any clearing, grading, filling, or excavation activities.*

[...]

Response: An inadvertent discovery plan was developed in conformance with these requirements as well as state and federal provisions. Adherence to these requirements shall be required in the event any human remains, artifacts, or evidence of potential archaeological, historical, or cultural resources are encountered during construction activities.

VI. CONCLUSION

This application has addressed all relevant City of Castle Rock approval criteria for a residential subdivision application within the approved Landing on the Cowlitz Master Plan, and as such, the Applicant respectfully requests the approval of this subdivision proposal.