

Report Date: April 18, 2025

то	Hearings Examiner	HEARING DATE	April 22, 2025 at 5:00 p.m.		
PROPOSAL	To subdivide 36.37 acres into 208 lots containing commercial, single-family and multi-family residential.				
LOCATION	The site is located at 921 SE Gardner Rd in the Northeast Quarter of Section 35, Township 2 North, Range 3 East, of the Willamette Meridian; and described as tax parcel 178140000, 178159000, 178169000, 178108000.				
APPLICANT/ OWNER	AKS Engineering & Forestry, LLC Attn: Michael Andreotti 9600 NE 126th Ave Suite 2520 Vancouver, WA 98682	OWNER	Camas Woods, LLC 19120 SE 34th St. Suite 103 Vancouver, WA 98683		
APPLICATION SUBMITTED	November 14, 2024	APPLICATION COMPLETE	December 30, 2024		
SEPA	The City issued a SEPA Mitigated Determination of Non Significance (MDNS) on 3/20/2025, with a comment period that ended on 4/3/2025. The SEPA DNS was mailed to property owners and published in the Post Record on 3/20/2025. Legal publication #992030.				
PUBLIC NOTICES	A Notice of Application was mailed to property owners within 300 feet of the site and published in the Post Record on 1/16/2025. Legal publication #974480. A Notice of Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on 4/3/2024. Legal publication #995830.				

APPLICABLE LAW: The application was submitted on 11/14/2024, and the applicable codes are those codes that were in effect at the date of the application's first submittal. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, specifically (but not limited to): Chapter 17.11 - Subdivision, Chapter 18.18 - Site Plan Review, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, and Chapter 18.55 - Administrative Procedures. [Note: Citations from Camas Municipal Code (CMC) are indicated in italic type.]

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SUMMARY

An application has been made to the City of Camas for Preliminary Plat Review approval to subdivide 36.37 acres into 208 lots containing commercial, and single-family and multi-family residential. zoned North Shore Mixed Use (MX-NS), North Shore High Density Residential (HD-NS), North Shore Low Density Residential (LD-NS), & North Shore Park/Open Space (POS-NS). The site contains wetlands and Oregon White Oaks. The proposal includes critical area and open space, stormwater facility, parking, infrastructure and other associated tracts.

The subject site is bordered to the north by single-family residences zoned North Shore Low Density, Single Family Residential (R-12) and North Shore Park/Open Space. Directly east of the site is a parcel with the same zonings as the subject site. Further east is unincorporated Clark County. To the south is Camas High School zoned Single Family Residential (R-7.5). To the west are single-family residences and SR 500 zoned North Shore Mixed Use. There is an existing single-family residences on site. The site also consists of gentle slopes throughout the site with trees and vegetation throughout.

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

FINDINGS

Chapter 16.07 State Environmental Policy Act

A SEPA checklist was submitted, and a Mitigated Determination of Non-Significance (MDNS) was issued on 3/20/2025, as the proposed development includes more than nine residential dwelling units. CMC 16.07.020.A.1. The comment period ended April 3, 2025, and five comments were received: The Department of Ecology (Exhibit 28), Department of Fish and Wildlife (Exhibit 29), Washington State Department of Transportation (WSDOT) (Exhibit 30), and public citizens (Exhibit 33 and 34). These comments are addressed throughout the staff report.

FINDING: Staff finds the permitting requirements from state agencies should be complied with.

Chapter 16.31 Archaeological Preservation

Archaeological predetermination reports dated December 5, 2023, and January 4, 2024, were prepared by Applied Archaeological Research, Inc and were sent to the Department of Archaeology and Historic Preservation and the tribes. Based on the report, no further archaeological work is recommended at this time. The report and findings are not subject to the open public records act and as such, the City cannot disclose the results. **FINDING:** Staff finds a condition of approval is warranted that if potential artifacts are discovered during construction, work must immediately cease, and both the State Department of Archaeological and Historic Preservation and the City shall be notified.

Chapter 16.51 Critical Areas

CMC Chapter 16.53 - Wetlands

[GENERAL]: Clark County GIS mapping identified the subject property with one wetland on site. As such, the applicant submitted a Critical Area Report dated July 3, 2024, and January 4, 2024, prepared by Ecological Land Services, LLC. The report identified a Category III wetland as Wetland A (.18 -acres on site). Per CMC 16.53.040, A Category III wetland, with a High-Intensity Use requires a 150-foot buffer.

[PERMANENT IMPACTS]: The applicant submitted a Preliminary Mitigation Report (Exhibit 10) by Ecological Land Services, Inc dated October 21, 2024. The applicant is proposing to impact 6,101 square feet of the wetland buffer to accommodate the stormwater facility near the southeastern boundary of Wetland A.

[MITIGATION]: Per CMC 16.53.050.C.2., wetland buffer averaging may be utilized if the applicant can meet the criteria in this section:

a. The total area contained in the buffer after averaging is no less than that contained within the buffer prior to averaging;

FINDING: The total decrease of buffer proposed is 6,101 square feet along the southeast boundary of the wetland and the total increase is 6,101 square feet. Staff finds the size of the wetland buffer is equal to the size before the impacts.

b. Decreases in width are generally located where wetland functions may be less sensitive to adjacent land uses, and increases are generally located where wetland functions may be more sensitive to adjacent land uses, to achieve no net loss or a net gain in functions;

FINDING: There the area being decreased is functionally equal to the area being increased. Both areas are primarily forested near the stormwater pond. Staff finds this criteria is met.

c. The averaged buffer, at its narrowest point, shall not result in a width less than seventy-five percent of the required width, provided that minimum buffer widths shall never be less than fifty feet for all Category I, Category II, and Category III wetlands, and twenty-five feet for all Category IV wetlands;

FINDING: The narrowest buffer is decreased to 112 feet which is 75 percent of the required 150-foot width. Staff finds this criteria is met.

d. Effect of Mitigation. If wetland mitigation occurs such that the rating of the wetland changes, the requirements for the category of the wetland after mitigation shall apply.

FINDING: There is no wetland mitigation proposed that would affect the rating of the wetland as buffer averaging is the only mitigation proposed. Staff finds this criteria is not applicable.

FINDING: Staff finds the applicant meets the requirements for wetland buffer averaging.

CMC 16.61 - Fish and Wildlife Habitat Conservation Areas

[GENERAL]: The critical area report identified four Orogen White Oaks (OWO) and two priority snag on site. Oak 1 is located in the northeast portion of the site and approximately 15 inches DBH. Oak 2 is in the central portion of the site and is approximately 5 inches DBH. Oak 3 is near Oak 1 and is approximately 17 inches DBH. Oak 4 is approximately 11 inches DBH. The priority snags are approximately 24 and 42 inches DBH.

[IMPACTS]: The project has been designed to avoid Oak 1 by locating the development outside of the dripline and placing the oak in a tract. Per WDFW guidance, oaks less than 6 inches DBH do not require mitigation. Oak 2, which is 5 inches DBH is proposed to be relocated to the wetland buffer to serve as impacts for other oaks on site. Due to topographical constraints and required infrastructure, Oak 3 and 4 will be removed which will result in approximately 915 square foot of oak canopy dripline impact. There will also be 1.14% of oak woodland impacts.

[MITIGATION]: To mitigate for the physical impacts, there will be 125 oak plantings. For temporal loss, there will be 58 oak plantings. For oak understory mitigation, there will be 332 shrubs planted. The oaks and oak understory mitigation will be planted across .37 acres of the one-acre mitigation area to ensure proper sunlight. The salvaged logs will be placed at the top of the stormwater pond to serve as habitat and natural fencing to deter pedestrian traffic for the wetland buffer and oak mitigation area which will connect to the split rail fencing. The oak mitigation area will also be enhanced via invasive species control, installation of downed lots and a snag, and planting 183 Oregon White Oaks with a minimum diameter of ¼ inch and 332 shrubs on gallon size containers. The report determined this will result in no net loss of habitat functions on site. A monitoring program was included in the mitigation plan for a total of 10 years. Staff finds the proposed mitigation will result in no net loss. Staff recommends a condition of approval that the mitigation plantings be shown on the construction plans submitted during engineering plan review.

[MITIGATION SEQUENCING]: Per CMC 16.51.170., the applicant shall demonstrate reasonable efforts to avoid impacts to critical areas. The applicant has shown that they are able to avoid impacts to one oak tree by placing it in a separate tract. The other oaks are proposed for removal due to accommodate city required densities and infrastructure improvements. The applicant has taken the next step by mitigating on site instead of purchasing credits or mitigating off site.

CMC Chapter 16.51 – General Provisions for Critical Areas

[TEMP/PERM FENCING]: Staff recommends a condition of approval for the installation of temporary construction fencing prior to construction that clearly marks in the field critical area buffers (i.e., wetlands and Oregon White Oaks) and fencing should remain throughout permitted construction activities. In addition, prior to final engineering plan approval, permanent signs and fencing should be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications should be submitted to the City for review and approval prior to installation.

[CONSERVATION COVENANT]: Prior to final acceptance, a conservation covenant should be recorded with the County to ensure the long-term preservation of all the critical areas and any associated buffers, including maintenance of any mitigation actions, per CMC 16.51.240 and conditioned as such. The applicant will be required to post a mitigation bond in an amount deemed acceptable by the city to ensure the wetland mitigation is fully functional per CMC 16.51.250.

FINDING: Staff finds the proposal, as conditioned, can or will comply with the applicable provisions of CMC Title 16 Environment as discussed above.

Chapter 17.11 Subdivisions

17.11.030(D) Criteria for Preliminary Plat Approval. The community development director or designee shall base his decision on an application on the following criteria:

1. The proposed subdivision is in conformance with the Camas Comprehensive Plan, Parks and Open Space Comprehensive Plan, Neighborhood Traffic Management Plan, and any other City adopted plans.

Comprehensive Plan

The subject property is designated as North Shore Commercial, North Shore Single-Family Low, North Shore Multifamily High, and North Shore Parks/Open Space in the City's Comprehensive Plan, which includes the North Shore Mixed Use (MX-NS), North Shore Low Density Residential (LD-NS), North Shore High Density Residential (HD-NS), and North Shore Park/Open Space (POS-NS) zone designation.

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

- LU Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- LU-1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.
- LU-2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation
- LU-3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- H-1: Maintain the strength, vitality, and stability of all neighborhoods and promote the development of a variety of housing choices that meet the needs of all members of the community.
- H-1.5: Ensure that housing in mixed-use buildings (or developments) will complement the commercial and retail portion of the development and increase local family-wage jobs.
- H-1.6: Encourage in-fill development on vacant or underutilized sites, subject to design review guidelines, that have adequate urban services and ensure that the development is compatible with the surrounding neighborhood.

The proposed development includes a variety of housing types and commercial space. There are proposed detached and attached single family homes, apartment units, and a mixed-use building. The variety of housing will help accommodate the projected growth through the utilization of existing land. The proposed houses, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing Element of the Comprehensive Plan.

Parks and Open Space Plan:

The 2022 Parks, Recreation and Open Space (PROS) Comprehensive Plan does not identify required trail or park improvements adjacent to the subject parcel. Therefore, these plans are not applicable to this project.

Neighborhood Traffic Management Plan

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

A Transportation Impact Study (TIS) dated November 5, 2024, was prepared by Kittleson & Associates (Exhibit 7). Per Table 5 *Estimated Site Trip Generation*, page 25 of the TIS, the proposed residential development is composed of the following:

- Single-Family: 120 single-family dwelling units which will generate 1,193 average daily trips (ADTs), a total of 88 AM Peak Hour trips (23 in, 65 out) and a total of 118 PM Peak Hour trips (74 in, 44 out).
- Multi-Family: 189 multi-family low rise dwelling units which will generate 1,203 average daily trips (ADTs), a total of 77 AM Peak Hour trips (18 in, 59 out) and a total of 96 PM Peak Hour trips (60 in, 36 out).
- Total Residential ADTs = 2,396, therefore the proposed residential development will be conditioned to install traffic calming features.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should be required to work with staff to provide acceptable locations for and type(s) of traffic calming features. The preferred traffic calming features are raised traffic circles located at intersections.

FINDING: Staff finds that the proposed project, as conditioned, can and will meet the requirements as noted in the City's NTM plan.

Finding: Staff finds that the proposed project can or will be compatible with the aforementioned City plans.

2. Provisions have been made for water, storm drainage, erosion control and sanitary sewage disposal for the subdivision that are consistent with current standards and plans as adopted in the Camas Design Standard Manual.

Water:

In accordance with CMC 17.19.040.C.4 Water System, each lot within a development shall be served by a water distribution system designed and installed in accordance with the city's *Design Standards Manual* (CDSM).

There is an existing 10-inch ductile iron water main located in NE Everett Street (SR 500). The applicant is required to tap off the existing 10-inch water main and extend a minimum 8-inch water main to serve the proposed development.

The preliminary site plans dated December 20, 2024 (Exhibit 15) include the Composite Utility plans, sheets P9.0 through P9.3. An 8-inch domestic water main is shown to tap off the 10-inch water main at the intersection of NE Everett Street (SR 500) and NE Everett Drive and extend southeast and south to the intersection of NE Everett Drive and proposed N Rekdahl Avenue. The 8-inch water main is then shown to be extended east to proposed D Street which is at the easternmost property line of the proposed development. The proposed 8-inch water main in N Rekdahl Avenue is shown with a tee at the intersections of the following proposed intersections: A Street, N Webberley Street, B Street, C Street, and D Street. Each of those 8-inch water mains are then shown to extend north to proposed N 49th Avenue. The 8-inch water main in proposed N 49th Avenue is shown with a tee at the intersection of N 49th Avenue and proposed E Street and extending north to the intersection of SE 8th Street. The 8-inch water main in proposed N 51st Drive and loop northwesterly to the northern leg of N Webberley Street and then south to tie into proposed SE 8th Street.

The preliminary composite plans do not show that the 8-inch water main in proposed SE 8th Street being tapped off the 10-inch water main in NE Everett Street and extended east to provide a looped water

system to serve the northern portion of the proposed development. However, there is a note stating that the proposed 8-inch water main in proposed SE 8th Street is to be "below the existing gas main". **Staff is not in support of a new water main being constructed below an existing gas main**.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised water utility plans providing for an 8-inch looped water distribution system to serve the proposed development site from the proposed 8-inch tap on the existing 10-inch water main at the intersection of NE Everett Street (SR 500) through the site to an 8-inch tap on the existing 10-inch water main at the intersection of NE Everett Street (SR 500) and SE 8th Street.

Staff recommends a condition of approval that prior to engineering plan approval of Camas Woods Phase 4 or Camas Woods Phase 5, whichever comes first, the applicant should submit revised water utility that relocate the new section of 8-inch water main shown in the new proposed SE 8th Street such that it is not located below the existing gas main.

[Single-Family Lots]

Per the Camas Design Standard Manual (CDSM), individual water services are to be a minimum 1-inch service to each single-family lot with meter boxes located in planter strips or at back of sidewalk in areas where the sidewalk is curb tight. Locations behind the sidewalk are to be within the right-of-way on public roads and within the private road tract. The preliminary plans provide for a minimum 1-inch domestic water service to each of the proposed single-family lots and as shown each of the single-family services are shown to be located per the CDSM, except for the water services for proposed Lots 41 and 42; and Lots 55, 56, 57, and 58. The water services for these lots are shown to be located outside of the future right-of-way on the private streets in Tract E and Tract H. A water utility easement is to be recorded over the water meters and meter boxes proposed for these proposed lots.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised water utility plans showing the water utility easement over the water meters and meter boxes located in Tract E for Lots 41 and 42; and Tract H for Lots 55, 56, 57, and 58.

Staff recommends a condition of approval that prior to final plat approval, the applicant should provide a water utility easement over the water meters and meter boxes located in Tract E for Lots 41 and 42; and Tract H for Lots 55, 56, 57, and 58.

Per CMC 17.19.040.C.4.c multi-family units shall have one service for each building. The preliminary composite utility plans show that there is a 1-inch water service proposed for each of the three multi-family buildings on proposed Lots 207 and 208. Additionally, a single 1-inch water service is proposed for the mixed-use commercial and multi-family building on Lot 208. Commercial buildings require an above-ground reduced pressure backflow assembly (RPBA) to be installed behind the commercial water meter service on the applicant's property and is to be accessible for inspections and testing. As code states that a multi-family unit shall have one service for each building, staff is not in support of one water service to be used for the commercial and multi-family units.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should provide the following:

- Verification that a minimum 1-inch domestic water service will supply sufficient flow to the proposed multi-family buildings and the commercial building.
- The water utility plans are to include the size of the domestic water meters for the multifamily and mixed-use buildings.
- Domestic water meters over 2-inches are special orders by city staff.

- The domestic water supply from the water meter to the structures shall be sized by the fire sprinkler contractor's design calculations.
- Provide separate water services to the mixed-use building, one for the multi-family units and one for the commercial building with an above-ground reduced pressure backflow assembly (RPBA).

Per CMC 17.19.040.C.4.a Locations of fire hydrants and flow rates shall be in accordance with city standards and the International Fire Code. The distance between fire hydrants, as indicated in the fire code, is allowed to be doubled when automatic fire sprinklers are installed throughout the development. The preliminary utility plans do not show an on-site fire line for the proposed multi-family buildings. Fire lines, double-check valve vaults, and FTPs are to be shown on the water utility plans for informational purposes. If any on-site private hydrants are required for the proposed multi-family and mixed-use lots, this will be determined by the Fire Marshal during final engineering plan review. Private hydrants are factory ordered red and are to be owned and maintained by the property owner.

Staff recommends a condition of approval that prior to engineering plan approval, the water utility plans should be revised with the following revisions to the onsite water plans:

- The fire line is to be tapped at the proposed 8-inch public water main and extended from the public water main to the double check detector assembly (DCDA) vault. Neither the domestic water service nor the irrigation service is to be tapped off the fire line.
- The fire line is to be shown on the water utility plans for informational purposes.
- A fire permit application is to be submitted to the Fire Marshal's Office via the FMOs online portal.
- Private fire hydrants are to be ordered from the factory and painted red.
- Private fire hydrants are to be owned and maintained by the property owner.

[Irrigation]

Per CMC 17.19.040.C.4.d landscaping in Open Space tracts must have a separate irrigation service and meter. Irrigation services are to be a minimum 1-inch service. The size of the irrigation meter is to be determined in advance and shown on the water utility plans and landscape plans. The owner of the open space tract is responsible for all costs associated with the installation of a separate irrigation meter, backflow prevention device, and water usage. The irrigation meter and backflow prevention device are to be placed at the right-of-way. Landscaping water services and meters are to be privately owned and maintained by the property Owner and/or Homeowners Association (HOA).

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised water utility and landscape plans that are to include:

- The location and size of all irrigation meters.
- If the irrigation meter is applicant requests a smaller irrigation meter than what is shown on the approved plans, the applicant may be required to pay a restocking fee.
- The irrigation meter/s and backflow prevention devices are to be located at the right-ofway.
- Irrigation meters for the benefit of landscaping are required in all the Open Space Tracts and are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
- A note is to be added to the water and landscape plans stating that the irrigation system is to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

Staff recommends a condition of approval that prior to final plat approval, the applicant should add a note to the final plat stating:

Proposed Plat Note:

 Irrigation meters for the benefit of landscaping are required in all the Open Space Tracts and are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

FINDINGS: Staff finds that the proposed project, as conditioned, can and will meet the requirements for water in accordance with CDSM and CMC 17.19.040.C.4 Water System.

Storm Drainage:

In accordance with CMC 17.19.040.C.3 the storm drainage collection system shall meet the requirements of the city's stormwater standards, the *Camas Design Standards Manual* (CDSM), and CMC 14.02 Stormwater Control.

Per the Preliminary Stormwater Technical Report (PTIR) (Exhibit 6) prepared by AKS Engineering & Forestry and dated November 2024, the site is approximately 36.37 acres (1,584,277 SF) in size. Per Ecology's Stormwater Management Manual for Western Washington (SWMMWW) Figure 1-3.2: Flow Chart for Determining Requirements for Redevelopment, if the land-disturbing activities are greater than 7,000-square feet, minimum requirements #1-#9 will apply. The proposed development will have land-disturbing activities greater than 7,000 square feet, therefore Minimum Requirements (MR) 1 through 9 apply. The PTIR was prepared with Ecology's 2019 Stormwater Management Manual for Western Washington (SWMMWW). Ecology's 2024 Stormwater Management Manual for Western Washington went into effect on August 1, 2024. Stormwater is not vested.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should be required to revise and submit the Final Stormwater Technical Report (FTIR) prepared in accordance with Ecology's 2024 Stormwater Management Manual for Western Washington.

The site comes under re-development as there are two existing single-family residences, outbuildings, garage, and access roads that will be demolished for the proposed development. The site consists of Himalayan blackberries, field grasses, and is heavily treed. Existing grades range flat to between 5 to 10 percent with a 'ridge' across the middle of the site.

MR #1 – Preparation of Stormwater Site Plans: The preliminary stormwater utility plans were incomplete. The stormwater collection and conveyance system are to be prepared per the Camas Design Standards Manual (CDSM), CMC 17.19.040.C.3, and CMC 14.02 Stormwater. Stormwater detention and treatment are to be prepared in accordance with Ecology's 2024 SWMMWW. The plans are to include sizing of storm mains, laterals, and manholes. Plans and profiles are required for the storm mains and catch basins are to be combo curb inlets (CCI). Design plans for stormwater treatment and detention are to be included.

Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit a complete set of stormwater plans for review and approval, per MR #1 of the TIR.

MR #2 – Construction Stormwater Pollution Prevention Plan (SWPPP): The SWPPP was not included in the preliminary TIR.

Staff recommends a condition of approval that prior to any land-disturbing activities the applicant should submit an electronic version of the required SWPPP, per MR #2 of the preliminary TIR. The contractor is required to always have a copy of the SWPPP on site.

MR #3 – Source Control of Pollution: The preliminary TIR addresses two proposed BMPs for source control, which are included in Section D of the preliminary TIR.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit a complete set of erosion and sediment control (ESC) plans that include all the applicable erosion and sediment control Details and BMPs as noted in the CDSM and Ecology's SWMMWW.

MR #4 – Preservation of Natural Drainage Systems and Outfalls: The preliminary TIR states that the proposed development will maintain existing drainage patterns and discharge locations to the maximum extent possible.

The preliminary TIR does not discuss the presence of nor the preservation of natural drainage systems and outfalls.

Staff recommends a condition of approval that prior to engineering plan approval, the final TIR is to be is to address Minimum Requirement #4 per Ecology's 2024 Stormwater Management Manual for Western Washington and resubmitted for review.

MR #5 – On-Site Stormwater Management: The preliminary TIR addresses this requirement in Section E of the preliminary TIR. Per the preliminary TIR, the project chooses not to meet the LID performance Standards and instead use List #2 of Ecology's SWMMWW.

Based on the Preliminary Geotechnical Report (Exhibit 5), infiltration of stormwater runoff is not feasible. Therefore, stormwater runoff from pollution-generating surfaces will be collected and treated via mechanical treatment methods.

Per CMC 14.02 and CMC 17.19.040, stormwater is not to negatively affect adjacent property owners. This requirement encompasses both roof drain downspouts and overland surface flow as noted below:

- CMC 14.02 Stormwater Control:
 - 14.02.010.B.2 Minimize damage to property from increased runoff rates and volumes.
- CMC 17.19 Design and Improvement Standards: 17.19.040.C.3 Storm Drainage - The storm drainage collection system shall meet the requirements of the city's officially adopted storm water standards.
- 17.19.040.C.3.e All lots shall provide drainage for stormwater runoff from roof and footing drains to an approved drainage system. Rear yard low point area drains and/or storm drain lateral stubs connected to an approved drainage system shall be provided to each lot as necessary to prevent stormwater runoff impacts to adjoining parcels as determined by the city.

The preliminary site plans (Exhibit 15), sheet P9.3, show rear yard drainage for roof drain laterals on Lots 180 through 194. Additionally, a 10-foot stormwater easement is shown over the rear yard drainage system.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit a revised stormwater plan that includes a note on the stormwater plans stating that Lots 180 through 194 are responsible for ownership and maintenance of said stormwater easement.

Staff recommends a condition of approval that prior to final plat approval, the 10-foot stormwater easement is to be included on the final plat with the following note:

• The 10-foot stormwater easement located along the rear of Lots 180 through 195 is to be owned and maintained by the individual property owners of Lots 180 through 195.

Proposed Plat Note:

• The 10-foot stormwater easement located along the rear of Lots 180 through 195 is to be owned and maintained by the individual property owners of Lots 180 through 195.

MR #6 – Runoff Treatment: The preliminary TIR addresses this requirement in Section F. The proposed development is located within the Lacamas Lake watershed and therefore all pollution-generating surfaces require phosphorus treatment. The preliminary TIR states that both pollution-generating and non-pollution-generating runoff will be treated with a mechanical filter cartridge system prior to conveyance to either an underground detention system or to a stormwater facility.

Per CMC 17.19.040.C.a Storm drainage facilities shall be placed on their own tract or within an open space tract and are to be maintained by the homeowners within the development in accordance with city standards. Treatment structures are not permitted within the public right-of-way.

Staff recommends a condition of approval that prior to engineering plan approval the stormwater plans are to include a note that states that the stormwater treatment and detention facilities located in the multi-family and mixed-use Lots 207 and 208; and the stormwater treatment and detention facilities located in Tract W, are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

Staff recommends a condition of approval that prior to final plat approval the plat is to include the following notes:

- The stormwater treatment and detention facilities located in the multi-family and mixed-use Lots 207 and 208 are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
- The stormwater treatment and detention facilities located in 'Tract W' are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

Proposed Plat Notes:

- The stormwater treatment and detention facilities located in the multi-family and mixed-use Lots 207 and 208 are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
- The stormwater treatment and detention facilities located in 'Tract W' are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

MR #7 – Flow Control: The preliminary stormwater report (TIR), addresses this requirement in Section G with the utilization of underground detention facilities on Lots 207 and 208, the above-ground detention facility in Tract W, and the rear yard roof drain system on Lots 180 through 195.

Staff recommends a condition of approval that prior to engineering plan approval, the stormwater utility plans are to be submitted with design information for the proposed underground detention facilities on Lots 207 and 208, the above-ground detention facility in Tract W, and the rear yard roof drain system on Lots 180 through 195.

MR #8 – Wetlands Protection: Section H of the preliminary TIR sufficiently addresses the proposed wetland protections for the existing on-site wetlands.

MR #9 – Operation and Maintenance (O&M): The preliminary TIR did not provide an O&M manual for the either the underground stormwater detention system, the above-ground stormwater detention facility, or the stormwater treatment vaults

Staff recommends a condition of approval that prior to engineering plan approval the final stormwater TIR is to be submitted with both the City of Camas June 2022 *Stormwater Sewer System Operations & Maintenance Manual* and the maintenance requirements for the treatment vaults.

Per CMC 14.02.090.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two years after date of final acceptance. This maintenance period shall run concurrently with the city's required two-year warranty period that begins at final acceptance.

Prior to the end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that fully functional facilities are turned over to the new owners (e.g., property owners and/or homeowners' associations (HOAs)/homeowners). At completion of the 2-year warranty period, the stormwater facilities on Lots 207 and 208, and in Tract W will be owned and maintained by the Homeowner's Association/homeowners.

Staff recommends a condition of approval that prior to final plat approval the following notes should be added to the final plat stating that:

- The stormwater facilities located on Lots 207 and 208, and in Tract W are to be owned and maintained by the property owners and/or homeowners/Homeowner Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
- Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on Lots 207 and 208, and in Tract W.
- The private rear yard drainage system on Lots 180 through 195 are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems/easements are located.

Proposed Plat Notes:

- Lots 207 and 208: The stormwater facilities are to be owned and maintained by the property owners and/or Homeowner Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
- Tract W: The stormwater facility is to be owned and maintained by the homeowners/Homeowner Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
- Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on Lots 207 and 208; and Tract W.
- Lot 180 Lot 195: The private rear yard stormwater drainage systems are to be placed in private stormwater easements and are owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems easements are located.

FINDINGS: Staff finds that the proposed project, as conditioned, can and will meet the requirements for stormwater in accordance with CDSM, CMC 14.02 Stormwater Control, and CMC 17.19.040.C.3 Storm Drainage.

Erosion Control:

In accordance with CMC 14.06 Erosion Control, adequate erosion control measures are to be provided during the site improvements for the proposed development in accordance with the *Camas Design Standards Manual* (CDSM) and Ecology's *Stormwater Management Manual for Western Washington* (SWMMWW).

The proposed development is approximately 36.37 acres (1,584,277 SF) in size.

Per CMC 14.06.200 and CMC 17.21.030.B financial security for erosion control, in the amount of 200% of the estimated erosion control items is required prior to land-disturbing activities of one acre or more. As the proposed land-disturbing activities are greater than an acre in size financial security for erosion and sediment control (ESC) is to be submitted to the city prior to start of any land-disturbing activities. Staff will provide documentation to the applicant with the approved amount and the acceptable format for ESC financial security.

Staff recommends a condition of approval that prior to any land-disturbing activities, the applicant should submit an approved form of financial security for erosion and sediment control. Staff will provide documentation with the financial security amount.

Staff recommends a condition of approval that prior to any land-disturbing activities, the applicant should have approved engineering plans, which include tree cutting, clearing and grading, an approved set of engineering plans, including the erosion prevention and sediment control measures is required.

Additionally, the applicant will be required to provide a copy of both their *NPDES General Construction Stormwater Permit* (GCSWP) and their *Stormwater Pollution Prevention Plan* (SWPPP), which is a requirement of the NPDES GCSWP permit. The NPDES GCSWP permit is issued by the Washington State Department of Ecology for land-disturbing activities of an acre or more.

Staff recommends a condition of approval that prior to any land-disturbing activities, an electronic copy of Ecology's NPDES GCSWP permit, an electronic copy of the SWPPP, and the financial security for erosion and sediment control are to be submitted to the city.

Per CMC 17.21.030.A installation of erosion prevention / sediment control measures are required per an approved erosion and sediment control plan.

Staff recommends a condition of approval that prior to engineering approval, the applicant should submit a complete set of Erosion Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.

Per CMC 17.21.030.C construction of storm drainage facilities required to detain and dispose of stormwater is to commence prior to work on other portions of the project. The city may require the construction of a temporary storm drainage facility that would bypass and protect the permanent facility until such time as the rest of the project is complete and ready for the permanent facility to be brought online.

FINDINGS: Staff finds that the proposed project, as conditioned, can and will meet the requirements for erosion control in accordance with the CDSM and CMC 14.06 Erosion Control.

Sanitary Sewage Disposal:

In accordance with CMC 17.19.040.C.2, sanitary sewers shall be provided and designed in accordance with the city's *Design Standards Manual* (CDSM).

There is an existing 10-inch sanitary sewer force main on the north side of NE Everett Street (SR 500), approximately 760 feet south of the intersection of NE Everett Street and NE Everett Drive. *Staff was not in support of the applicant extending or discharging into the 10-inch force main.*

The preliminary composite utility plans (Exhibit 15, Sheets P9.0-P9.3) dated December 20, 2024, propose to construct a Sanitary Sewer Pump Station in the southeasternmost corner, Tract B, Phase 9, at the intersection of NE Everett Drive and proposed N Rekdahl Avenue. The preliminary plans consist of a gravity sewer main with gravity sewer laterals to each Lot in all phases of Camas Woods, except for Lots 172, 173, and 178-206, which are in Phase 5. Lots 172, 173, and 178-208 are proposed to have grinder

pumps that would discharge to a sanitary sewer force main that would serve these northernmost lots. The entire sanitary sewer system would drain to the proposed sanitary sewer pump station in Tract B. The plans show a 6-inch sanitary force main to be extended from the proposed Sanitary Sewer Pump Station and connecting to the existing 10-inch sanitary sewer force main approximately 760 feet south of the Pump Station in NE Everett Street (SR 500).

In March 2025, the applicant communicated with staff regarding the option to forego the combination gravity sanitary sewer system and sanitary force main system with grinder pumps and a sanitary sewer Pump Station and proposed an option to construct and serve the entire site with a sanitary force main, grinder pumps for all single-family lots, the multi-family, and mixed-use commercial development.

Staff is in support of the applicants' request to serve the proposed development with grinder pumps and a force main system with the following requirements:

- The grinder pumps for the single-family residential lots are to be per the City's requirements.
- The grinder pumps for the multi-family and mixed-use commercial developments are to be submitted to the city for review and approval.
- The applicant is required to construct a sanitary sewer force main from the proposed development to the Leadbetter Lift Station (LS), unless another connection point is determined acceptable from the City's Modeling Analysis.
- City approved grinder pumps for the single-family residences are to be owned and maintained by the individual homeowners.
- City approved grinder pumps for the multi-family residential units are to be owned and maintained by the property owners of the multi-family residential units.
- City approved grinder pumps for the mixed-use commercial development are to be owned and maintained by the property owners of the mixed-use commercial developments.

Staff recommends a condition of approval is warranted that prior to engineering plan approval, the applicant should include the following with the revised sanitary sewer utility plans:

- The city approved grinder pumps for single-family residential uses, per the CDSM.
- City approved grinder pumps for the multi-family residential units.
- City approved grinder pumps for the mixed-use commercial developments.
- The grinder pumps for the multi-family and mixed-use commercial developments are to be submitted to the city for review and approval.

Staff recommends a condition of approval is warranted that prior to final plat approval, the applicant should include the following notes on the final plat:

- The grinder pumps for the single-family residences are owned and maintained by the individual homeowners.
- The grinder pumps for the multi-family residential units are owned and maintained by the property owners of the multi-family residential units on Lots 207 and 208.
- The grinder pumps for the mixed-use commercial development are to be owned and maintained by the property owners of the mixed-use commercial developments on Lot 208.

Proposed Plat Notes:

- The grinder pumps for the single-family residences are owned and maintained by the individual homeowners.
- The grinder pumps for the multi-family residential units are owned and maintained by the property owners of the multi-family residential units on Lots 207 and 208.

• The grinder pumps for the mixed-use commercial development are to be owned and maintained by the property owners of the mixed-use commercial developments on Lot 208.

Staff recommends a condition of approval is warranted that prior to final acceptance of any phase of the proposed Camas Woods development, the applicant should construct the offsite sanitary sewer force main from the proposed development to the Leadbetter Lift Station (LS), unless another connection point is determined acceptable from the City's Modeling Analysis.

FINDINGS: Staff finds that the proposed project, as conditioned, can and will meet the requirements for sanitary sewer in accordance with the CDSM and CMC 17.19.040.C.2 Sanitary Sewers.

[Existing wells, septic tanks, and septic drain fields]:

Per CMC 17.19.020.A.3 requires abandonment of existing wells, septic tanks, and septic drain fields. Any existing wells, septic tanks, and drain fields should be properly decommissioned in accordance with State and County guidelines prior to final plat approval. If applicable, any water rights associated with the decommissioned well(s) shall be transferred to the City.

Staff recommends a condition of approval that prior to final acceptance, the applicant should provide documentation to the city that any existing wells, or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

3. Provisions have been made for road, utilities, street lighting, street trees and other improvements that are consistent with the Six-Year Street Plan, the Camas Design Standards Manual and other State adopted standards and plans;

Roads:

Streets for the proposed development shall be designed in accordance with CMC 17.19.040.A Private Streets, CMC 17.19.040.B Streets and the Camas Design Standards Manual (CDSM).

Street naming is the responsibility of the Building Official. The future (street names), as shown on the preliminary site plans (Exhibit 15) dated December 20, 2024, and discussed throughout the staff report, are street names that were provided by the developer. The preliminary street names are subject to change during the engineering plan approval process.

[Public Roads]

The proposed Camas Woods development, including the segment of NE Everett Drive along the frontage improvements for Camas Woods, is part of the North Shore Subarea Plan and subject to the North Shore Street Standards.

Per the CDSM, Section III, North Shore Subarea Plan, North Shore Local Street Standard, requires a 54-foot right-of-way width, 28-feet of paved width, 6-foot detached sidewalks and 7-foot planter strips on both sides of the road.

Per 17.19.040.B.1 half-width street improvements along an existing roadway is required when determined appropriate by the city engineer, shall include utility easements, pedestrian pathway, storm water drainage, street lighting and signage, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per CDSM.

Per CMC 17.19.040.B.5 dedication of additional right-of-way may be required for development improvements when it is necessary to meet the minimum street width standards or when lack of such dedication would cause or contribute to an unsafe road or intersection.

Per CMC 17.19.040.B.12.e Curb return radii shall be no less than thirty-five feet on arterial and collector streets, and no less than twenty-five feet on all other streets. Larger radii may be required at the direction of the city engineer.

NE Everett Drive:

The preliminary site plans (Exhibit 15) dated December 20, 2024, show primary access to the proposed development to be from NE Everett Drive. NE Everett Drive is an existing unimproved 2-lane local road per the city's 2016 Transportation Comp Plan, along the frontage of the proposed development. NE Everett Drive along the proposed frontage consists of an existing right-of-way (ROW) width of approximately 40-feet, a paved width of approximately 20-feet, and no curb, gutter, or sidewalk on either side of the existing road.

The preliminary site plans (Exhibit 15) dated December 20, 2024, show the half width frontage improvements on NE Everett Drive to be dedicating 6-feet of right-of-way on the east side of NE Everett Drive, north side of proposed N Rekdahl Avenue and 7-feet of right-of-way on the south side of proposed N Rekdahl Avenue resulting in a total right-of-way width of 47-feet. The proposed site plans include a proposed half-width paved surface of 20-feet, resulting in a total of 24-feet of paved surface, 6-foot attached sidewalk, and no planter strip.

The applicant submitted a Road Deviation Request (Exhibit 11) from the minimum local road standards. Deviation Request #1 is a request to maintain the minimum paved width on NE Everett Drive with 6-foot attached sidewalk and no planter strip on the east side of NE Everett Drive. The justification provided by the applicant is that by limiting the paved width to a maximum of 24-feet and constructing attached sidewalks, the proposed improvements would '... reduce the grading limits to minimize impacts towards the neighboring properties to the west of NE Everett Drive." *The preliminary improvements shown along the frontage on NE Everett Drive and the justification provided by the applicant are not supported by the city engineer.*

Per CMC 17.19.040.B.1 full depth half-width frontage improvements are from the centerline of the rightof-way, therefore, impacts to the neighboring properties on the west side of NE Everett Drive is not a supported reason from limiting the width of the paved surface or providing attached sidewalks in lieu of the required detached sidewalks and planter strips. *The city engineer is not in support of Deviation Request #1.*

Staff recommends a condition of approval that prior to engineering plan approval, the street site plans should be revised and resubmitted with the following:

- Right-of-way dedication on the east side of NE Everett Drive is to be a minimum of 10 feet.
- A full-depth half-width street section is to be constructed from the centerline of the existing right-of-way to the new face of curb and gutter.
- The resulting paved surface width shall be a minimum 24-feet of paved width to allow for 2way vehicular movements.
 - Additional pavement width may be required at the future intersection of NE Everett Drive and NE Everett Street to allow for 2-way vehicular movements and a dedicated left-turn lane.
- A minimum 7-foot-wide planter strip is required between the back of curb and edge of sidewalk.
- The sidewalk is to be a minimum 6-foot-wide detached sidewalk.
- The half-width street improvements shall be a full-depth street section per the Camas Design Standards Manual (CDSM).

- There is to be a minimum 25-foot curb radii on both sides of the road at the intersection of NE Everett Drive and proposed N Rekdahl Street.
- There is to be a planter strip and detached sidewalk on the east side of NE Everett Drive both sides of the intersection of NE Everett Drive and proposed N Rekdahl Street.

Proposed N Rekdahl Avenue

The preliminary site plans (Exhibit 15) dated December 20, 2024, show the 54-foot of right-of-way width, 28-foot full-depth paved surface, 7-foot-wide planter strips and 6-foot-wide detached sidewalks on both sides of the road from the intersection with NE Everett Drive to the easternmost property line, except for a portion on the western end of proposed N Rekdahl Avenue.

There is a portion of N Rekdahl Avenue, on the south side of the road, from the curb return at the intersection of N Rekdahl Avenue and NE Everett Drive to the west side of the private parking spaces on Tract C, that does not include any sidewalk or planter strip, which are required per the North Shore Local Road section.

The applicant submitted a Road Deviation Request (Exhibit 11) from the minimum North Shore Street Standards for local roads. Deviation Request #2 is requesting "... relief from the installation of approximately 460 linear feet of sidewalk on the south side of N Rekdahl Avenue from Tract A to Tract C...". The justification provided by the applicant is that the deviation would "... maximize parking within the North Shore High-Density Mixed-Use zone by placing the street further south." The deviation would also "... reduce the grading limits to minimize impacts to the neighboring properties and maximize tree protection to the off-site trees at the property boundary."

There is approximately 15 feet from the back-of-curb and the future right-of-way aka south property line, that would allow for the completion of the pedestrian access from the parking spaces in Tract C to NE Everett Drive. Staff would support the elimination of this section of sidewalk and planter strip along the south side of proposed N Rekdahl Avenue with one of the following options:

- Option 1: The elimination of the sidewalk will require that the applicant install a crosswalk with a lighted Rectangular Rapid Flashing Beacon (RRFB) at the curb ramps located at the pedestrian crossing from the parking spaces in Tract C to the sidewalk on the north side of N Rekdahl Avenue.
- Option 2: In lieu of the required planter strip and detached sidewalk along the south side of N Rekdahl Avenue, construct a 6-foot attached sidewalk, and eliminate the planter strip.

Staff recommends a condition of approval that prior to engineering plan approval, the site plans should be revised and resubmitted with one of the following options:

- Option 1: The elimination of the sidewalk will require that the applicant install a crosswalk with a lighted Rectangular Rapid Flashing Beacon (RRFB) at the curb ramps located at the pedestrian crossing from the parking spaces in Tract C to the sidewalk on the north side of N Rekdahl Avenue.
- Option 2: In lieu of the required planter strip and detached sidewalk along the south side of N Rekdahl Avenue, construct a 6-foot-attached sidewalk, and eliminate the planter strip.

Proposed Pedestrian Access Via Tract D:

The preliminary plat (Exhibit 15, Sheet P3.3) dated December 20, 2024, shows dedication of 54-foot of right-of-way width with a 6-foot-wide sidewalk in Phase 4 of Camas Woods that was provided for a future road and pedestrian connection to the Camas High School property along the southern property line of Camas Woods.

Discussions with the Camas School District, the city, and the applicant have determined the right-ofway dedication for a future road connection is no longer required. Pedestrian access to the Camas High School property is still required but not in the location shown on the preliminary plat.

The access location is to be moved to the eastern side of proposed Tract D which abuts future Lot 8 on the south side of proposed N Rekdahl Avenue. Camas staff have determined that this location is preferred due to safety and site distance along the high school driveway near the north edge of the high school property, this also provides an easy access for pedestrians from N Rekdahl Avenue to Camas High School's pedestrian amenities.

Staff recommends a condition of approval that prior to final acceptance of any phase of Camas Woods, the applicant is to construct a minimum 6-foot-wide concrete pedestrian access from N Rekdahl Avenue to the southernmost property line of Camas Woods that abuts the Camas High School's northern property line.

[Access Spacing]

Per CDSM, Access Spacing Standards Table 3: The Access Spacing Standards for a roadway classified as a local roadway is a minimum of 110-feet and a maximum of 600-feet.

Proposed N Rekdahl Avenue:

The preliminary site plans (Exhibit 15) dated December 20, 2024, there are three (3) access drives on the north side of N Rekdahl Avenue that provide access to proposed Phases 6 and 7 (Lots 207 and 208) which consist of one (1) mixed use building with commercial and residential and three (3) multi-family apartment buildings. The access spacing from NE Everett Drive and to each of the three access drives meet the access spacing standards for a local road as the spacing range from 145-feet to 300-feet to 350-feet consecutively from west-to-east.

East of the access to Lots 207 and 208 are two (2) private streets (Tract E and Tract H) and five (5) new public streets proposed, A Street, N Webberley Street, B Street, C Street, and D Street. The access spacing between each of the seven (7) streets off N Rekdahl Avenue meets the minimum access spacing of 110 feet and does not exceed the maximum access spacing of 300 feet, per the access spacing standards for Local Roadways.

Proposed N 49th Avenue:

Proposed N Webberley Street, B Street, C Street, and D Street run south-to-north and intersect at proposed N 49th Avenue that runs west-to-east. Proposed N 49th Avenue provides access to proposed E Street that runs south-to-north and intersects proposed SE 8th Street, proposed N Webberley Street, and proposed N 51st Drive, all of which are shown to be located in future Phase 5.

The access spacing on the south side of proposed N 49th Avenue between proposed N Webberley Street, B Street, C Street, and D Street meets both the minimum and maximum access spacing standards for a Local Road.

The access spacing on the north side of N 49th Avenue between B Street and E Street; and E Street and C Street meets the minimum access spacing of 110 feet on a Local Roadway.

The access spacing on proposed E Street at the intersection with proposed SE 8th Street between proposed N Webberley Street and D Street/N 51st Drive meets the access spacing standard for a Collector.

[Proposed Interior Public Roads]:

Per the CDSM, Section III, North Shore Subarea Plan, North Shore Local Street Standard, requires a 54-foot right-of-way width, 28-feet of paved width, 6-foot detached sidewalks and 7-foot planter strips on both sides of the road.

The interior public roads consist of the following roads:

- N Rekdahl, which is discussed in detail above
- N Webberley Street
- A Street, B Street, C Street, D Street, E Street
- N 49th Avenue
- N 51st Drive

The proposed interior public roads are shown to meet the North Shore Subarea Local Street Standard, except for D Street; and N Webberley Street and N 49th Avenue along Tract J.

Proposed D Street:

Proposed D Street runs south-to-north along the easternmost property line between Camas Woods and Parcel No. 178241-000. The preliminary site plans (Exhibit 15), dated December 20, 2024, show improvements to include a 37-foot right-of-way width, 24-foot paved surface width, a 7-foot planter strip and a 6-foot-wide detached sidewalk on the west side of the road only.

The remaining improvements would be constructed along the east side with future development improvements that will include the remaining 17-foot right-of way width, remaining 4-foot paved surface, a 7-foot planter strip and 6-foot detach sidewalk, which would result in a full Local Road Section per the North Shore Subarea Plan for the Local Street Standard.

Per 17.19.040.B.1 half-width street improvements are required. The half-width street improvements as shown on proposed D Street meet the half-width North Shore Local Road Standard.

<u>N Webberley Street & N 49th Avenue along Tract J:</u>

The preliminary site plans (Exhibit 15), dated December 20, 2024, shows the North Shore Subarea Local Street Standard to be met except for the segment of road in the northwest corner that shows a 6-foot attached sidewalk and no planter strip. The applicant did not request a deviation from the North Shore Subarea Local Road Section for a 7-foot planter strip and a 6-foot detached sidewalk.

Staff recommends a condition of approval that prior to engineering plan approval the applicant should be required to revise the engineering site plans to include the 6-foot detached sidewalk and 7-foot planter strip along the east and north side of Tract J.

[Proposed Public Road - SE 8th Street]

SE 8th Street is designated as a proposed minor road aka a collector street per the North Shore Subarea Plan. As such the road section is to be per the North Shore Subarea Plan, North Shore Collector Street Standard.

Per the CDSM, Section III, North Shore Subarea Plan, North Shore Collector Street Standard, requires a 60-foot right-of-way width, 36-feet paved width, 6-foot detached sidewalks and 6-foot planter strips on both sides of the road, two 10-foot drive lane, one in each direction, divided by a 2-foot buffer strip, and 5-foot bike lanes on each side of the road.

The preliminary site plans (Exhibit 15), dated December 20, 2024, show proposed SE 8th Street, from the westernmost property line of Camas Woods that abuts Parcel Number 178109-000 to the easternmost property line of Camas Woods that abuts Parcel Number 178241-000 to meet the North Shore Collector Street Standard.

Proposed SE 8th Street will provide a primary and/or secondary access from Camas Woods Phase 5 to NE Everett Street (SR 500). The existing segment of SE 8th Street is an unimproved local road that consists of a 60-foot right-of-way width and approximately 20-feet of paved surface from the intersection with

NE Everett Street west to the easternmost property line of Parcel Number 986028022. And then transitions to a gravel road east to the western property line of Camas Woods Phase 5.

Per the Camas Design Standards Manual, the minimum paved width for two-way vehicular movement is 24-feet of paved surfacing. The applicant will be required to provide the minimum 24-foot-wide paved surface from the westernmost edge of proposed SE 8th Street to NE Everett Street (SR 500) prior to final acceptance of Camas Woods Phase 4 or Camas Woods Phase 5, whichever comes first.

Staff recommends a condition of approval that prior to final acceptance of Camas Woods Phase 4 or Camas Woods Phase 5, whichever comes first, the applicant should be required construct a minimum 24-foot-wide pavement section from the west end of proposed SE 8th Street to NE Everett Street (SR 500).

[Block Lengths]

Per CMC 17.19.040.B.10.b.i Block lengths shall not exceed the maximum access spacing for the roadway class per the city's design standard manual. The maximum block length for a Local Roadway Classification is 600 feet. The proposed interior local block length on proposed N 51st Drive, between SE 8th Street and N Webberley exceeds the maximum block length of 600 feet.

Staff finds that while the block length exceeds the maximum 600-foot block length standard, a deviation from the maximum block length standard for a local roadway is supported by the city engineer as proposed N 51st Drive is a looped roadway.

[Private Roads]:

Per the CDSM Table 1 – Guidelines for Geometry of a Private Roadway – Private Street A, a private road less than or equal to 150-feet, as measured from the centerline of the adjacent road, with access to four or less dwelling units is to consist of a 20-foot-wide tract, with a 12-foot paved surface, optional sidewalk, no planter strip, and no on-street parking permitted on either side.

Per the CDSM Table 1 – Guidelines for Geometry of a Private Roadway, Note 3, Dead-end roads in excess of 150-feet as measured from the centerline of the adjacent road requires a dead-end turnaround.

Per CMC 17.19.040.A.2 Adequate and reasonable provisions are made for the ownership, maintenance, and repair of all utilities and the proposed private streets.

Per CMC 17.19.040.B.12.e a minimum 25-foot curb radius is required on both sides of the private roadway.

Proposed Tract E – Private

The preliminary plat dated December 20, 2024 (Exhibit 15) shows Tract E to have a 20-foot-wide tract with a 20-foot-wide paved surface, and to be approximately 192-feet in length from the centerline of future N Rekdahl Avenue to future Lots 41 and 42. A minimum curb radius is not shown on either side of the private road.

(Proposed Tract H – Private)

The preliminary plat dated December 20, 2024 (Exhibit 15) shows Tract H to have a 20-foot-wide tract with a 20-foot-wide paved surface, and to be approximately 192-feet in length from the centerline of future N Rekdahl Avenue to future Lots 55 through 58. A minimum curb radius is not shown on either side of the private road.

Proposed Tract U – Private

The preliminary plat dated December 20, 2024 (Exhibit 15) shows Tract U to have a 20-foot-wide

tract with a 14-foot-wide paved surface, and to be approximately 160-feet in length from the centerline of future N Webberley Street to future Lots 179 through 182. A minimum curb radius is not shown on either side of the private road.

Staff recommends a condition of approval that prior to engineering plan approval the applicant should be required to do the following:

- Work with the engineering staff and the Fire Marshal to provide an acceptable dead-end turnaround or an approved alternative to the dead-end turnaround on Tract E, Tract H, and Tract U.
- A note is to be added to the site improvement plans stating that the private roads in Tract E, Tract H, and Tract U are to be owned and maintained by the Homeowners Association (HOA) or the adjacent property owners.
- Provide the minimum 25-foot curb radius on both sides of the private roads in Tract E, Tract H, and Tract U.

Staff recommends a condition of approval that prior to final plat approval the applicant should be required to add the following notes to the final plat:

- Tract E is a private road that is owned and maintained by the Homeowners Association (HOA) and/or the adjacent property owners, Lots 41 and 42.
- Tract H is a private road that is owned and maintained by the Homeowners Association (HOA) and/or the adjacent property owners, Lots 55, 56, 57, and 60.
- Tract U is a private road that is owned and maintained by the Homeowners Association (HOA) and/or the adjacent property owners on Lots 179, 180, 181, and 182.

Proposed Plat Notes:

- Tract E is a private road that is owned and maintained by the Homeowners Association (HOA) and/or the adjacent property owners, Lots 41 and 42.
- Tract H is a private road that is owned and maintained by the Homeowners Association (HOA) and/or the adjacent property owners, Lots 55, 56, 57, and 60.
- Tract U is a private road that is owned and maintained by the Homeowners Association (HOA) and/or the adjacent property owners on Lots 179, 180, 181, and 182.

Per the CDSM Table 1 – Guidelines for Geometry of a Private Roadway, Private Road Standard A prohibits parking on both sides of the road. Installation of 'No Parking and Towing' signage is required as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should be required to:

- Provide a design for a 'No Parking and Towing' sign for review and approval.
- The approved signage is to be included in the signing and striping plans.
- The 'No Parking and Towing' sign is to include contact information for a towing company.

Staff recommends a condition of approval that prior to issuance of final acceptance, the applicant should be required to install the 'No Parking and Towing' signs on proposed Tract E, Tract H, and Tract U.

FINDINGS: Staff finds that the proposed project, as conditioned, can and will meet the requirements for public and private roads in accordance with the CDSM and CMC 17.19.040.A Private Streets and B Streets.

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

[Street lighting]:

LED Street lighting is to be designed and installed along all street frontages in accordance with the Camas Design Standards Manual (CDSM) – Standards for Street Lighting.

The locations for streetlights are to be coordinated with the locations of other site features, such as street trees, driveways, and other utilities. Per CDSM, private streets in excess of 100-feet in length and serving more than five dwelling units are required to have streetlights. Any streetlights proposed for private streets are required to be metered separately and are to be owned and maintained by the HOA.

Staff recommends a condition of approval that prior to engineering plan approval all street light locations should be required to be shown on the engineering plans, the utility plans, and landscape plans. Additionally:

- Any proposed streetlights for private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.
- Prior to the Electrical contractor's submittal of electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, are to be submitted to the city for review and approval.

Street Trees: CMC 17.19.030(F)(1) requires each dwelling unit to be landscaped with at least one 2-inch caliper tree in the planter strip of the right-of-way, or similar location in the front yard of each dwelling unit. Staff finds a condition is warranted.

FINDING: Staff finds that, as conditioned, the applicant can or will make adequate provisions as conditioned for roads, utilities, street lighting, street trees, and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual and other state adopted standards and plans.

4. Provisions have been made for dedications, easements, and reservations;

[ROW Dedications]:

The applicant will be required to dedicate sufficient right-of-way for construction of the following proposed public roads: N Rekdahl Avenue, A Street, B Street, C Street, D Street, E Street, N Webberley Street, N 49th Avenue, and N 51st Drive. Additional right-of-way dedication along the east side of NE Everett Drive is required as this is an existing unimproved public road. Right-of-way dedication may be required for the future signal or roundabout to be constructed at the intersection of NE Everett Street and NE Everett Drive.

The proposed public road names, as shown on the preliminary plat, may be revised during the civil construction application process.

[Easements]:

The following easements are to be recorded on the final plat for the proposed development:

- The 6-foot public utility easement (PUE) is to be located outside of the right-of-way along all the future public roads.
- A utility access and maintenance easement to the city, for the sanitary sewer system in private street Tracts E, H, and U.
- An access easement to the city for stormwater inspection purposes of the stormwater facilities located in Tracts A, B, U, W and X and in Lots 207 and 208.

- A public pedestrian access easement over the proposed paths located in the northeast corner of Lot 207 (for proposed multi-family access to the paths), and the paths located in Tracts D, F, G, Q, T, S, and V.
- The private stormwater system: including the conveyance system, catch basins, and treatment and detention, which are located in proposed Lot 207 for Multi-family and proposed Lot 208 for Mixed-Use Commercial.
- The storm facilities located in Lots 207 and 208, Tract V, Tract W, and Tract X are to be owned and maintained by the property owners, individual homeowners and/or Homeowners' Association (HOA) with a right-of-entry easement granted to the city for the purpose of inspection.
- A 10-foot-wide stormwater easement over the roof drain collection system for the benefit of Lots 180 through 194, is to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA).
- A 10-foot-wide stormwater easement of the area drain and discharge system located on Lot 195, is to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA).
- A 20-foot-wide easement to Northwest Natural Gas mains located in the north side of Lots 207 and 208, and in Tracts F, G, J, P, Q, S, V, and W.
- A 100-foot-wide BPA Easement located in Tracts M, Q, and T.

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

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

Density and Dimensional Standards - North Shore Mixed Use (MX-NS) Zone

The MX-NS zone encompasses 1.49 of the total site area with no open space or critical area tracts. The standards discussed below are from CMC 18.09.030 Table 1.

[DENSITY]: The MX-NS zone allows for a maximum density of 24 units per next acre which allows for 35 units. There is no building proposed at this time, therefore the applicant has proposed a general footprint and unit count for a future building. The applicant is proposing 16 units within the mixed-use building with 10,000 square feet of commercial space on the first floor. Staff finds the density requirements are met and recommends a condition of approval that the future building complies with no more than 16 units, unless the standards for more units can be met.

[DIMENSIONAL STANDARDS]: The MX-NS requires a minimum lot size of 1,800 square feet with no minimum lot width or depth. The proposed mixed-use lot (Lot 208) is approximately 45,512 square feet. Staff finds the lot dimensional standards are met.

[LOT COVERAGE]: A minimum lot coverage of 65% is permitted. The applicant is proposing a 10,000 square foot building envelope on a 45,512 square foot lot which results in a 22% lot coverage. Staff finds the lot coverage requirements are met.

[HEIGHT]: There is no building proposed at this time, therefore staff recommends a condition of approval that the building height of 100 feet with compliance of footnote 6: *"Building heights shall "step-down" and provide compatible scale and privacy between developments. See the North Shore Design Manual"* be complied with at the time of design review submittal. Due to there not being a proposed building, only an envelope, staff finds design review will be required prior to building permit issuance.

[SETBACKS]: The setbacks for the mixed-use building are as follows:

- <u>Maximum</u> Front Yard: 10 feet
- Minimum Side Yard: 10 feet
- Minimum Rear Yard: 10 feet

The applicant is proposing a maximum 10-foot setback along NE Everett Street, a minimum 10-foot setback along the sides and rear of the future building. However, if a building is along a "flanking street, then the setback must be treated like a front, and provide safe sight distance". The southern side of the building is along a side street; therefore, the side yard setback shall be a maximum of 10 feet. Staff recommends a condition of approval that the future building complies with a maximum 10-foot setback along N Rekdahl Street. Staff also recommends a condition of approval that the future building comply with the required setbacks and unit count.

[OPEN SPACE]: A minimum open space of 100 square feet per dwelling unit is required. The applicant has not provided open space for these future 16 units. Usable open space is "areas that provide opportunities for active and passive uses and encourage community interaction. These spaces are accessible to the general public or to residents, employees, or customers and can include, but are not limited to plazas, courtyards, sports courts, and viewpoints (see 18.03.040 "Definitions for development terms")" per footnote 5. Staff finds that the applicant shall provide 100 square feet of usable open space for each unit in the mixed-use zone.

Density and Dimensional Standards – North Shore Low Density Zone

The LD-NS zone encompasses a total of 9.63 acres with 2.42 as open space and critical area tracts which leaves 7.21 net acreage. The applicant is proposing to follow density transfer provisions per CMC 18.09.040.B Table 1 as they have preserved critical areas and open space in a tract per CMC 18.09.060.

[DENSITY]: The density transfer provisions allow for 41 units. The applicant has proposed 38 units. Staff finds the density requirements are met.

[DIMENSIONAL STANDARDS]: The density transfer provisions allow lot between 5,250 and 9,000 with no average lot size requirement. The lots sizes proposed range between 5,250 and 8,688 square feet. Staff finds the lot size requirements are met.

[LOT COVERAGE]: The lot are intended for single family homes which are not proposed at this time; therefore, staff recommends a condition of approval that the homes comply with the maximum lot coverage of 60%.

[HEIGHT]: The lot are intended for single family homes which are not proposed at this time; therefore, staff recommends a condition of approval that the homes comply with the maximum building height of 35 feet.

[SETBACKS]: The required setbacks for lots for the LD-NS zone are as follows:

- Minimum Front Yard: 10-25 feet (LD-NS subarea developments are encouraged to vary the front yard building setbacks to provide visual interest along a residential block. Garage faces shall maintain a minimum setback of twenty feet. Lots with alley-access garages may have a minimum front yard building setback of ten feet. Per footnote 3)
- Minimum Side Yard: 5 feet
- Minimum Street Side Yard and Corner Lot Rear Yard: 10 feet

• Minimum Rear Yard: 10-25 feet (LD-NS subarea developments with street-access garages may have a minimum rear yard setback of ten feet. LD-NS developments with alley-access garages must maintain a twenty foot rear-yard building setback from the alley. Per footnote 4)

The applicant has shown setbacks on the preliminary plat. Staff recommends a condition of approval that all setbacks be written and shown on the plat prior to final plat approval. Staff also recommends that footnote 3 and 4 be complied with prior to building permit approval.

Density and Dimensional Standards – North Shore High Density (HD-NS) Zone

The HD-NS zone encompasses a total of 23.04 acres with 2.54 as open space and critical area tracts which leaves 20.50 net acreage.

[DENSITY]: The density allows for up to 18 units per net acre with a minimum of 10 units per net acre. which would allow for 205 to 369 units. The applicant is proposing 72 multifamily units, 88 attached single-family units, and 80 detached single-family units for a total of 240 units. Staff finds the density is met in the HD-NS zone.

[DIMENSIONAL STANDARDS]: The zoning allows for a minimum lot size of 1,800 square feet with a minimum lot depth of 60 and lot width of 20 feet. The applicant is proposing three apartments on Lot 207 which totals approximately 108,060 square feet. The smallest proposed lot is 24 by 100 feet and 2,400 square feet; therefore, staff finds the dimensional standards are met.

[LOT COVERAGE]: There are no buildings proposed at this time, therefore staff recommends a condition of approval that prior to building permit approval, the 65% lot coverage is met.

[HEIGHT]: There are no buildings proposed at this time. However, the building height requirement is 50 feet and shall comply with the following footnotes:

- Footnote 5: "Maximum four stories but not to exceed height listed"
- Footnote 9: "Building heights shall "step-down" and provide compatible scale and privacy between developments. Building height transitions shall be applied to new and vertically expanded buildings in the HD-NS zone within 20 feet (measured horizontally) of an existing single detached residential building 30 feet or less in height. The building-height-transition standard is met when the height of the taller building does not exceed 1 foot of height for every 1 foot separating the new building from the existing single detached residential structure."

Therefore, staff recommends a condition of approval that prior to building permit approval, the building height with footnotes 5 and 9 are met.

[SETBACKS]: The setbacks for the HD-NS zoning are as follows:

- Minimum Front Yard: 10 feet
- Minimum Garage Front Yard: 20 feet
- Minimum Side Yard: 3 feet (Footnote 1: The non-attached side of a dwelling unit shall be three feet, otherwise a zero-lot line is assumed.)
- Minimum Street Side Yard: 15 feet (Footnote 8: Minimum side yard flanking street shall be 10 feet for cottage-style and rowhouse developments.)
- Minimum Rear Yard: 10 feet

The applicant has shown setbacks on the preliminary plat. Staff recommends a condition of approval that all setbacks be written and shown on the plat prior to final plat approval.

[BEVELING]: Per CMC 18.09.080.B, "When creating new lots via short plats or subdivisions that are adjacent to a different residential zone designation, the new lots along that common boundary shall be the maximum lot size allowed for the zone designation of the new development (if a lower density adjacent zone), or the minimum lot size allowed for the zone designation of the new development (if a greater density adjacent zone), as based on CMC 18.09.040 Table 2, Section A."

Lots 169-173 in the LD-NS zone abut a higher density zone (HD-NS); therefore, the lots should be the smallest size permitted in the LD-NS zone which is 5,250 square feet per the density transfer provisions. Staff recommends a condition of approval that the lots be 5,250 square feet.

Lots 179-183 in the LD-NS zone abut the Single Family Residential (R-12) zoning which falls under the Single-Family Medium Comprehensive Plan designation. The medium intensity zone is a higher density zone than LD-NS; therefore, the lots should be the smallest size permitted in the LD-NS zone which is 5,250 square feet per the density transfer provisions. Staff recommends a condition of approval that the lots be 5,250 square feet.

Lots 1-30, 65-92 in the HD-NS abut the Single Family Residential (R-7.5) zoning which falls under the Single-Family Medium Comprehensive Plan designation. The medium intensity zone is a lower density zone than HD-NS; therefore, these lots should be the largest size permitted. However, per CMC 18.09.050 Table 1, there is no maximum lot size for lots in the HD-NS zoning. Since there is no maximum lots size, staff finds that beveling is not required for these lots.

FINDING: Staff finds the proposed lot sizes can conform to the requirements of the LD-NS and HD-NS zone of the density transfer provisions as conditioned.

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

Landscaping

General Landscaping: Landscape buffering is not required for single family homes. However, buffering is required for multifamily and commercial which is discussed in the Site Plan Review section of this staff report.

Tree Density: A minimum of 20 tree units (TU) per net developable acre is required for residential developments per *CMC 18.13.051(A) Table 1 – Required Tree Density* and should be incorporated into the overall landscape plan. The entire site is approximately 36.37 acres. Per CMC 18.03.040 *"developed/net acreage means the total acreage of a land use development exclusive of open space and critical areas."* The open space and critical area tracts account for approximately 6.02 acres; therefore, the net developable acreage is 30.35 acres, requiring 910.5 TUs. The tree plan indicates that there will be 707 TUs retained and 259 TUs planted for a total of 966 TUs. Footnote 1 of Table 1 requires at least 50% of the minimum tree density be achieved through retention. The applicant is retaining 707 TUs out of the 910.5 required, therefore staff finds the proposal meets the minimum tree density.

Landscaping for the multifamily and commercial uses are discussed in the site plan review section of this staff report.

Staff recommends a condition of approval that the arborist report is followed. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City's Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping should be installed or bonded for prior to

final acceptance per CMC 17.19.030.F.3. Street trees adjacent to lots should be installed prior to final occupancy or bonded for per CMC 17.19.030.F.4.

Parking

Per CMC 18.11.130, two parking spaces per single family dwelling or row house is required. The proposal includes 206 single family lots. (The mixed use and apartment buildings parking requirements are discussed in the site plan review section of this staff report). There are no elevations at this time for the attached and detached single family homes. However, there will be two spaces provided for each residence with driveway and garage spaces. Staff finds there shall be two parking spaces for each single family lot.

[Private Parking]:

Tracts C, D, J, L, and T, Multi-family, and Commercial Lots

Per CMC 18.13.060.F Parking areas, Wheel stops should be used adjacent to tree wells and planter areas to protect landscaping from car overhangs. Additionally, wheel stops are to be used at all parking stalls adjacent to sidewalks/walkways.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the applicant should be required to submit landscape plans and site improvement plans that provide wheel stops and/or curb stops at all parking spaces adjacent to landscaping and sidewalks/walkways, including private parking Tracts C, D, J, L, and T, Multi-family parking lots, and Commercial parking lots.

Per CMC 17.19.040.B.10.e., when the average lot size is less than 7,400 or less, on additional off-street parking space is required for every five units and placed in a common tract. There are 206 lots that average to less than 7,400 square feet. Therefore, 42 off street parking spaces are required. The applicant is proposing several tracts through the development to accommodate these spaces. Staff finds the parking requirements for the single-family residential lots are met.

Retaining Walls:

CMC 18.17.060 allows for retaining walls up to 6 feet, unless approved by the Director. Exterior retaining walls facing the public right-of-way will be required to be "set back a distance of one foot for every foot in height of a fence in excess of allowed height" per CMC 18.17.060.D. and provide additional landscaping consisting of groundcover, shrubs, and trees. A condition to this effect is recommended.

The following are retaining walls that require a separate building permit application and inspections:

- Retaining walls that are part of a building foundation.
- Standalone poured in-placed concrete and rebar retaining walls.
- Retaining walls that are <u>not</u> part of a building foundation, and are constructed during the civil site improvements, are to be submitted to development engineering for review, approval, and construction inspection.

Block retaining wall plans that are to be reviewed and approved by development engineering are to be submitted with the civil construction application and are to include the plans, profiles, and wall sections, as well as the structural calculations.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the applicant should be required to submit with the civil construction application all block retaining walls for review and approval. The block retaining wall plans are to include the retaining wall locations, plans, profiles, and wall sections, as well as the structural calculations.

<u>Signage</u>

All signage must comply with CMC 18.15 and will require a permit. A condition to this effect is recommended.

FINDINGS: Staff finds that, as conditioned, the proposed development complies with the relevant requirements of the Camas land development and zoning codes, and all other relevant local regulations.

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

The applicant's SEPA checklist was submitted with the land-use application in November 2024. WSDOT requires an ICE for intersection improvements on state routes (SRs). The proposed improvements include the intersection of SR 500 (NE Everett Street) and NE Everett Drive. The applicant did not include the WSDOT required ICE Report in the list of prepared or to be prepared environmental information.

The applicant applied for the ICE reimbursable agreement to WSDOT in February 2025 and is in the process of applying for approval of the applicant's ICE report from WSDOT and the City of Camas.

Staff finds a condition of approval is warranted that prior to engineering construction plan application, the applicant should be required to submit the Intersection Control Evaluation (ICE) Report for the intersection of NE Everett Street (SR 500) and NE Everett Drive to the Washington State Department of Transportation (WSDOT) and the City of Camas (COC).

Staff finds a condition of approval is warranted that prior to engineering plan approval, the applicant should be required to address all comments from Washington State Department of Transportation (WSDOT) and the City of Camas (COC) after said reviews of the ICE Report.

[Transportation Impact Analysis]:

Per CMC 18.18.040.E a Transportation Impact Analysis (TIS/TIA) may be required when a development will generate 200 or greater average daily trips (ADTs).

Based on the Transportation Impact Study (TIS), dated November 5, 2024, and prepared by Kittelson & Associates (Exhibit 7), the proposed development will generate approximately 2,756 ADTs, which triggered the requirement for a TIS. The number of ADTs are based on a mix of single-family, multi-family, and commercial uses.

[Trip Generation and Distribution]:

As shown on Table 5 – Estimated Site Trip Generation (page 25) in the TIS (Exhibit 7), the following Land-Codes and number of dwelling units and/or square feet provided the average daily trips (ADTs) and the number of AM and PM peak hour trips based on the 11th Edition ITE Trip Generation Manual.

- Land-Use Code 210 single-family detached, 120 units = average 1,193 ADTs, total of 88 AM Peak Hour Trips (23In / 65 out); total of 118 PM Peak Hour Trips (74 In / 44 out).
- Land-Use Code 220 multi-family, low rise, 176 units = average 1,203 ADTs, total of 77 AM Peak Hour Trips (18 In / 59 out); total of 96 PM Peak Hour Trips (60 In / 36 out).
- Land-Use Code 822 Commercial, 10,000 sf = 545 ADTs, total of 29 AM Peak Hour Trips (17 In / 12 out); total of 78 PM Peak Hour Trips (39 In / 39 out).
 - Commercial minus 34% pass-by = 185 ADTs, total of 29 AM Peak Hour Trips (17 In / 12 out); total of 78 PM Peak Hour Trips (39 In / 39 out).
 - Net new Commercial = 360 ADTs, total of 19 AM Peak Hour Trips (11 In / 8 out); total of 51 PM Peak Hour Trips (25 In / 26 out).

Total Net New Trips = 2,756 ADTs; total of 184 AM Peak Hour Trips (52 In / 132 out); total of 265 PM Peak Hour Trips (159 In / 106 out).

[Capacity Analysis]:

City of Camas Concurrency Review:

The City of Camas has reviewed the Transportation Impact Study (TIS) and concur with the failing intersections noted below. The intersections noted below are identified in Table 6 - Projected Weekday AM Peak Hour Study Intersection Operations Summary (Exhibit 7, page 35) and in Table 8 – Projected Weekday PM Peak Hour Study Intersection Operations Summary (Exhibit 7, page 38).

The intersections were evaluated at Year 2024 without Project and Year 2030 with Project will operate at a LOS F, depending on the noted intersection. The intersections that are currently projected to be at a LOS F are noted below:

- 1. NE 232nd Avenue & NE 28th Street (AM Peak) Clark County Jurisdiction
- 2. NE Everett Street (SR 500) & NE Everett Drive (AM Peak) State Route/Camas Jurisdiction
- 3. NE Everett Street (SR 500) & NE 15th Avenue (PM Peak) State Route/Camas Jurisdiction
- 4. NE Everett Street (SR 500) & NE 14th Avenue (PM Peak) State Route/Camas Jurisdiction
- 5. NE 242nd Avenue (SR 500) & NE 28th Street (PM Peak) State Route/State Jurisdiction
- 6. NW Lake Road & NW Sierra Street (PM Peak) Camas Jurisdiction

NE 232nd Avenue & NE 28th Street

Per the Findings, as discussed in the TIS (Exhibit 7, page 46), *Clark County Code Section* 40.350.020.G.1.c.1 requires a proposed development provide mitigation with five (5) or more peak hour trips are added to a failing intersection approach on a regionally significant intersection.

Based on the PM Peak Site Generated Figure 12 (Exhibit 7, page 28), the proposed development is projected to add no (0) weekday AM peak hour trips to the stop controlled northbound approach with the Clark County LOS standard is not met. **Staff concurs.**

NE Everett Street (SR 500) & NE Everett Drive

Per the Findings, as discussed in the TIS (Exhibit 7, page 47): *this intersection will require mitigation in conjunction with site development.*

- The city of Camas has identified the NE Everett Street (SR 500)/NE Everett Drive intersection as a potential future single lane roundabout through the Everett Street Corridor Analysis. Note: the referenced Everett Street Corridor Analysis was a separate study prepared by the city. This analysis is not incorporated or adopted into any city plans.
- Reconstruction of the NE Everett Street/NE Everett Drive intersection to a three-approach single land roundabout (with provisions for a potential future fourth (west approach) in conjunction with site development would mitigate the site-generated trip impacts and restore the intersection to an acceptable LOS A during the critical weekday AM peak hour.

Per the Kittelson & Assoc. Technical Memorandum (Exhibit 21), dated March 14, 2025, the applicant has recommended that "... the City of Camas develop a comprehensive cost share assessment methodology (or some other mechanism) to fund the SR 500/NE Everett Drive roundabout. The cost share assessment methodology could then be used as a basis to reimburse an appropriate portion of the design and construction cost assuming the Camas Woods development delivers the roundabout".

However, the City does not currently have a roundabout identified in any adopted plans and, therefore, a proportionate city cost share of a development-required improvement at this location is not approved by the City Council. Additionally, staff has no authority to approve the city's financial contribution in design or construction of a roundabout.

While staff notes that the city is making best efforts to identify a roundabout in the Camas Transportation System Plan, Capital Improvements Plan, and TIF Study Update by the end of 2025, staff must allow a traffic signal to be installed at this location as it will adequately mitigate the applicant's impacts.

There are no credits available for the design and construction of a traffic signal. Should the applicant be so inclined to wait for the roundabout project to be in an approved City plan with TIF Credits available, the applicant may choose to install a City and State approved roundabout at this location.

Per the 'Recommendations' listed on page 48 of the TIS (Exhibit 7), the roundabout or signal should be in place prior to permitting the 39th weekday AM peak hour trip associated with site development (reflecting a total of 89 or more townhomes on site).

Per the Kittelson & Associates TIS (Exhibit 7, page 41), the 39th site generated AM Peak Hour trip (equivalent to 89 townhomes) constitutes failure of the intersection of NE Everett Street and NE Everett Drive. Therefore, the roundabout or signal would need to be in place prior to permitting the 39th weekday AM peak hour trip associated with site development.

Staff recommends a condition of approval that prior to engineering plan approval of any phase of Camas Woods, the applicant should be required to provide an AM Peak Hour trip generation summary for the cumulative site generated trips that include past and current submittals of civil construction plan applications.

Staff recommends a condition of approval that prior to final acceptance of any phase of Camas Woods constituting an accumulative total of 39 or more site generated AM Peak Hour Trips, the applicant should be required to construct the signal or roundabout at NE Everett Street (SR 500) and NE Everett Drive.

NE Everett Street (SR 500) & NE 15th Avenue

Per the Findings, as discussed in the TIS (Exhibit 7, page 46), no inbound site-generated trips are project to be added to the failing eastbound approach with remains under-capacity.

• There are intersections further to the north that drivers can use as an alternative route, including but not limited to NE 17th Avenue, NE 19th Avenue, and NE 21st Avenue to the north. *Staff concurs*

NE Everett Street (SR 500) & NE 14th Avenue

Per the Findings, as discussed in the TIS (Exhibit 7, page 47), no inbound site-generated trips are projected to be added to the failing eastbound approach which remains under-capacity.

There are intersections further to the north that drivers can use as an alternative route, including but not limited to NE 17th Avenue, NE 19th Avenue, and NE 21st Avenue to the north. **Staff concurs**

NE 242nd Avenue (SR 500) & NE 28th Street

As of the date of the staff report, WSDOT has not determined the mitigation requirements.

The Washington State Department of Transportation (WSDOT) will determine the mitigation requirements for the intersection of NE 242nd Avenue (SR 500) and NE 28th Street.

Staff recommends a condition of approval that prior to final acceptance the applicant should collaborate with WSDOT to identify and implement capacity mitigation at the NE 242nd Avenue & NE 28th Street intersection if required in conjunction with site development.

NW Lake Road & NW Sierra Street

The city of Camas has determined the mitigation requirements for this intersection.

The NW Lake Road and NW Sierra Street Intersection is currently stop controlled on the northbound approach only. The Kittelson traffic study indicates a Level of Service (LOS) F (failure) in the Camas Woods buildout year (2030). While the intersection is currently in the Transportation Impact Fee (TIF) South District, Camas Woods is in the TIF North District and is not currently slated to pay into proportionate share by way of TIF collection, therefore Staff recommends that a proportionate share of the new trips entering the intersection be paid by the applicant.

After a roundabout versus traffic signal alternatives analysis, the city has determined that a roundabout will be installed at NW Lake Road and NW Sierra Street.

- A roundabout meets the City's capacity criteria in 2045.
- A traffic signal does <u>not</u> meet the City's capacity criteria in 2045.
- A traffic sign meets the City's capacity criteria in the 2030 Camas Woods buildout year.

Staff finds a condition of approval is warranted that prior to final acceptance of any Phase of Camas Woods, the applicant should be required to pay a proportionate share based on the cost of construction of a traffic signal at the intersection of NW Lake Road and NW Sierra Street. This share would be used to pay for a portion of the intersection improvements at this location.

[City of Camas Proportionate Shares]:

Proportionate share calculations for NW Lake Road & NW Sierra Street Traffic Signal Construction Cost (per MacKay Sposito Alternatives Analysis – Cost Estimate, dated October 30, 2023 (Exhibit 37) = \$995,000 x 1.36 (contingency and time escalation factor) = \$1,353,000

- Total New PM Peak Hour Trips Entering Intersection (per DKS Technical Memorandum, dated September 22, 2023, Table 6) (Exhibit 38) = 2,230 (Total 2045) 1,279 (Total 2023) = 951
- Cost per New PM Peak Hour Trip = \$1,353,000/951 = \$1,423 per New PM Peak Hour Trip
- Camas Woods site generated PM Peak Hour Trips Entering Intersection = 43 (per Kittelson TIS)
- Camas Woods Proportionate Share Contribution = \$1,423 x 43 = \$61,189.

Staff finds a condition of approval is warranted that prior to final acceptance of any Phase of Camas Woods, that the proportionate share amount that should be paid is calculated at \$61,189 for the NW Lake Road and NW Sierra Street Intersection improvements.

[City of Vancouver Proportionate Shares]:

The City of Vancouver has identified a list of proportionate share intersections that require the number of PM Peak Hour Trip distributions to be identified. Per Table 11 – City of Vancouver Proportionate Share Fee Summary (Exhibit 7, page 45), the applicant's traffic engineer, Kittelson & Associates, identified 12 PM Pear Hour Trips distributed to the proportionate share intersection of NE 192nd Avenue and NE 13th Street from the proposed development.

Per the City of Vancouver, "the proportionate share fee amount at the following intersection is \$400.00 per PM Peak Hour Trip and that the developer is required to pay the proportionate share fees associated with this intersection."

Based on the TIA, the proportionate share amount for intersection improvement projects in the City of Vancouver are as follows:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
SE 192 nd Ave & NE 13 th Street	\$400 per PM peak hour trip	12	4,800.00
Total Proportionate Share Cost	\$4,800.00		

Staff recommends a condition of approval that prior to final acceptance of any Phase of Camas Woods the applicant should be required to pay the proportionate share amount of \$4,800.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

[Collision Data]:

Per the TIS (Exhibit 7, page 13), "There were no reported fatal crashes at the study intersections.

None of the study intersections experienced a crash rate greater that 1.0 crashes per million entering vehicles (i.e., the metric used th the city to assess whether further analyses are warranted)".

[Intersection Sight Distance Analysis]:

Per the TIS (Exhibit 7, page 45), Documentation demonstrating adequate intersection sight distance at the new public street roadways and intersections will be provided by AKS Engineering & Forestry during the site plan applicant process. We recommend that on-site landscaping, signage, and any new above-ground utilities be appropriately located and maintained to provide adequate intersection sight-distance per applicable city requirements. **Staff concurs.**

Staff recommends a condition of approval is warranted that prior to engineering plan approval, the site plans should be revised to include site distance triangles on the street improvement plans and the landscape plans at the following intersections:

- NE Everett Drive & proposed N Rekdahl Avenue
- Proposed N Rekdahl Avenue & the drive access between Phases 7 and 8
- Proposed N Rekdahl Avenue & proposed A Street
- SE 8th Street & proposed E Street

[Left-turn Analysis]:

The TIS (Exhibit 7) did not address left-turn movements into the proposed development. Staff received a separate correspondence for Kittelson & Associates (Exhibit 36), dated April 10, 2025, discussing the "... potential need for a southbound left-turn lane on Everett Drive at the proposed site access with buildout of the Camas Woods project under 2030 traffic volumes".

Kittelson provided information on the two evaluation criteria with the following results:

• The WSDOT left-turn evaluation criteria "does not indicate the need for a separate left-turn lane during the AM, school PM, or PM peaks". **Staff concurs.**

- The Harmelink procedure (which considers posted speed, number of through lanes, left turn and advancing volume as well as opposing volume). The Harmelink procedure "does not identify the need for a separate left-turn lane". **Staff concurs.**
- Additional results indicated that the "forecast volumes ... are reduced if and when Camas Woods Phase 2 advances and the Camas Woods site gains secondary access to NE Everett Street (SR 500) via 8th Street. At than point, the southbound left-turn demand into the Everett Drive access is expected to be reduced".

Staff recommends a condition of approval is warranted that prior to engineering plan approval for Camas Woods Phases 4 and 5, the applicant should be required to evaluate the need for a dedicated southbound left-turn lane at the intersection of NE Everett Street (SR 500) and SE 8th Street.

RECOMMENDATIONS AS NOTED IN TIS (Exhibit 7, page 48):

Based on the traffic operations analysis findings, we recommend the following traffic control changes in conjunction with the proposed site development.

- Subject to City of Camas and WSDOT direction, reconstruct the NE Everett Street/NE Everett Drive intersection to a three-approach single lane roundabout in conjunction with site development (with provisions for a potential future fourth (west} approach). *Staff concurs.*
- The roundabout should be in place prior to permitting the 39th weekday AM peak hour trip associated with site development (anticipated to be commensurate with the start of Phase 4B site development, reflecting a total of 89 or more townhomes on site). *Condition warranted.*
- Subject to City of Camas direction, make a proportional financial mitigation contribution to the planned City of Camas NW Sierra Street/NW Lake Road roundabout project. *Condition warranted.*
- Pending City direction, the contribution could be made through payment of a future Traffic Impact Fee methodology that incorporates the roundabout cost or a proportional share mitigation assessment program should the City alternatively choose to implement a cost sharing assessment methodology for the roundabout project (we understand City staff anticipate the future Traffic Impact Fee program will in part fund the planned roundabout). *Staff concurs.*
- Collaborate with WSDOT to identify and implement capacity mitigation at the NE 242nd Avenue/NE 28th Street intersection if required in conjunction with site development. *Condition warranted.*
- Potential options identified to explore with WSDOT include but are not limited to implementation of interim all-way stop control or payment of a proportional share financial contribution to a future intersection capacity improvement. *Condition warranted.*
- Subject to City of Camas direction, post new STOP [R 1-1) signs in accordance with applicable City standards and the *Manual* on *Uniform* Traffic *Control* Devices (MUTCD) at the locations listed below when the new roadway approaches are constructed as part of site development:
 - Eastbound on N Rekdahl Street at NE Everett Drive. *Not warranted. Westbound on N Rekdahl Street at NE Everett Drive is warranted.*

- Southbound on the public street approaches to N Rekdahl Street internal to the project site. *Staff concurs.*
- Northbound and southbound on the public street approaches to SE 8th Street internal to the project site. *Staff concurs.*
- Subject to City of Vancouver concurrence and final residential unit count confirmation, pay \$4,800 in proportionate share contributions to the 192nd Avenue/NE 13th Street intersection as identified per City of Vancouver requirements documented in this report. *Condition warranted.*
- Locate and maintain site landscaping, above-ground utilities, and site signage within the site as well as at the site driveways to provide adequate intersection sight distance per applicable City requirements. *Condition warranted.*

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

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

Per CMC 14.02.090.A.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two years after the date of final acceptance. This maintenance period shall run concurrently with the city's required two-year warranty period that begins at final acceptance.

Per CMC 14.02090.C, the City shall have the right-of-entry and authority to inspect the stormwater facilities for compliance with this chapter. A note is to be added to the final plat granted the city right-of-entry for inspection purposes. A condition of approval is warranted.

Per CMC 17.19.040.A.2 the HOA and/or homeowners are responsible for the ownership and maintenance of the private streets. A note is to be added to the final plat stating that private Tract C is to be owned and maintained by the individual property owners and/or homeowners association (HOA). A condition of approval is warranted.

FINDING: Staff finds that this development, as conditioned, can or will meet the appropriate provisions for maintenance of private facilities.

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

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

10. The application and plans shall be consistent with the applicable regulations of the adopted comprehensive plans, shoreline master plan, state, and local environmental acts, and ordinances in accordance with RCW36.70B.030.

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

Chapter 18.18 Site Plan Review

18.18.060 - Criteria for approval. The city shall consider approval of the site plans with specific attention to the following:

A. Compatibility with the city's comprehensive plan;

Comprehensive Plan

The subject property is designated as North Shore Commercial, North Shore Single-Family Low, North Shore Multifamily High, and North Shore Parks/Open Space in the City's Comprehensive Plan, which includes the North Shore Mixed Use (MX-NS), North Shore Low Density Residential (LD-NS), North Shore High Density Residential (HD-NS), and North Shore Park/Open Space (POS-NS) zone designation.

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

- LU Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- LU-1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.
- LU-2.2: Support village-style employment and retail development in the North Shore area to serve the growing population. Discourage strip developments.
- LU-2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation
- LU-3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- H-1: Maintain the strength, vitality, and stability of all neighborhoods and promote the development of a variety of housing choices that meet the needs of all members of the community.
- H-1.5: Ensure that housing in mixed-use buildings (or developments) will complement the commercial and retail portion of the development and increase local family-wage jobs.
- ED-1.5: Ensure adequate infrastructure is planned or in place to nurture and incubate new businesses.
- ED-1.8: Ensure that development standards are balanced in order to promote high-quality building and site design and encourage businesses to operate in an environmentally responsible manner.

The proposed development includes a variety of housing types and commercial space. There are proposed detached and attached single family homes, apartment units, and a mixed-use building. The variety of housing will help accommodate the projected growth through the utilization of existing land. The proposed houses, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing Element of the Comprehensive Plan. The commercial element in the development will meet the economic development policies by providing jobs within the city near housing. The commercial spaces will have adequate infrastructure for future commercial uses. The infrastructure will support pedestrian and vehicle connectivity to comply with the economic development policies of the Comprehensive Plan.

FINDINGS: Staff finds that the proposed project is compatible with and complements the Comprehensive Plan.

B. Compliance with all applicable design and development regulations;

Density and Dimensional Standards

See the subdivision section of this staff report for density and dimensional standards. As there are no proposed buildings elevations at this time, staff recommends a condition that design review be required prior to building permit issuance.

Landscaping

General Landscaping: CMC 18.13.055 Table 1 requires a 5-foot L1 landscape buffer between multi-family and residential zones; therefore a 5-foot L1 landscape buffer is required to the north, east, and south of the multi-family buildings. A 5-foot L2 landscape buffer is required between a commercial building and residential if separated by a street. If they are not separated by a street, then a 5-foot L1 buffer is required. Therefore, a 5-foot L1 buffer is required along the north of the commercial building and a 5foot L2 buffer is required along the east, south and west. However, as there is a parking lot with landscaping between the east of the commercial building, no additional buffering is required as the parking lot meets the buffer requirements. Staff finds the final landscaping plan shall show the landscape buffers.

[Street Trees]: CMC 17.19.030(F)(1) requires least one 2-inch caliper tree in the planter strip of the rightof-way unless driveways or vision clearance prohibits a tree. Staff finds a condition of approval is warranted for planting two 2-inch diameter street trees in the front yards of each lot.

[Tree Density]: Tree density is discussed in the subdivision section of this staff report.

[Parking]: Per CMC 18.13.060 parking must be landscaped at the perimeters, include a minimum ratio of one tree per six parking spaces, and no more than 15 parking spaces are allowed in a tow without a landscaped divider strip. The proposed landscape plan shows a maximum of 15 parking spaces in a row with landscaping at both ends. There are 31 trees located around the 198 parking stalls which provides the minimum ratio of one tree per six parking spaces. The parking area is also landscaped at all perimeters. Staff finds the parking landscaping is met.

[Stormwater Facility]: Per CMC 17.19.030, "storm drainage facilities, pump stations and other visible facilities shall be required to include a ten-foot L2 landscaped buffering in accordance with criteria in the Camas Design Standards Manual if within thirty feet of any street or accessory structure." However, there are lots that separate the street from the stormwater facility creating more than a 30 feet distance from a street or accessory structure, therefore a 10-foot L2 landscape buffer is not required.

Signage

All signage must comply with CMC 18.15 and shall require a separate permit.

Parking

The development includes a mixed-use building with 10,000 square feet of commercial space and 16 units above. The three apartment buildings will have 72 residential units. There will be a total of 44 one bedroom and 44 two-bedroom residential units between the three apartment buildings and mixed-use building.

Per CMC 18.11.130, 1.5 spaces are required for a one bedroom and 2 spaces are required for 2+ bedrooms, thus requiring 154 apartment parking spaces. There is no commercial use proposed at this time, therefore, staff will use the "multi-use retail space" to determine the general amount of parking required as this requires one space per 250 square feet which is on the conservative side of parking requirements for the other commercial uses in the table. Using this commercial use, 40 spaces are required. The applicant is proposing 198 spaces which accommodates the 154 residential and 40 commercial parking requirements. Staff finds the parking requirements are met.

Private Parking:

Tracts C, D, J, L, and T, Multi-family, and Commercial Lots

Per CMC 18.13.060.F Parking areas, Wheel stops should be used adjacent to tree wells and planter areas to protect landscaping from car overhangs. Additionally, wheel stops are to be used at all parking stalls adjacent to sidewalks/walkways.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the applicant should be required to submit landscape plans and site improvement plans that provide wheel stops and/or curb stops at all parking spaces adjacent to landscaping and sidewalks/walkways, including private parking Tracts C, D, J, L, and T, Multi-family parking lots, and Commercial parking lots.

Retaining Walls:

CMC 18.17.060 allows for retaining walls up to 6 feet, unless approved by the Director. Exterior retaining walls facing the public right-of-way will be required to be "set back a distance of one foot for every foot in height of a fence in excess of allowed height" per CMC 18.17.060.D. and provide additional landscaping consisting of groundcover, shrubs, and trees. A condition of approval is recommended to this affect.

The following are retaining walls that require a separate building permit application and inspections:

- Retaining walls that are part of a building foundation.
- Standalone poured in-placed concrete and rebar retaining walls.
- Retaining walls that are <u>not</u> part of a building foundation, and are constructed during the civil site improvements, are to be submitted to development engineering for review, approval, and construction inspection.

Block retaining wall plans that are to be reviewed and approved by development engineering are to be submitted with the civil construction application and are to include the plans, profiles, and wall sections, as well as the structural calculations.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the applicant should be required to submit with the civil construction application all block retaining walls for review and approval. The block retaining wall plans are to include the retaining wall locations, plans, profiles, and wall sections, as well as the structural calculations.

FINDING: As discussed throughout this staff report, and as conditioned, this proposal can or will meet all relevant codes, regulations, ordinances and other requirements as identified herein.

C. Availability and accessibility of adequate public services such as roads, sanitary and storm sewer, and water to serve the site at the time development is to occur, unless otherwise provided for by the applicable regulations;

Provisions for public services, such as roads, sanitary and storm sewer, and water to serve the site are discussed in detail in *Chapter 17.11 Subdivisions, Criterion 2 and 3* above in this staff report.

D. Adequate provisions are made for other public and private services and utilities, parks and trails;

Provisions for maintenance of the public and privately owned facilities are discussed in detail under *Chapter 17.11 Subdivisions, Criterion 4* above in this staff report.

E. Adequate provisions are made for maintenance of public utilities;

Provisions for maintenance of the public utilities discussed under *Chapter 17.11 Subdivisions, Criterion 4* above in this staff report.

F. All relevant statutory codes, regulations, ordinances and compliance with the same. The review and decision of the city shall be in accordance with the provisions of CMC Chapter 18.55;

FINDING: As discussed throughout this staff report, and as conditioned, this proposal can or will meet all relevant codes, regulations, ordinances and other requirements as identified herein.

PUBLIC COMMENTS

As of the writing of this staff report, staff received five written public comments from the Department of Ecology (Exhibit 28) regarding hazardous waste and solid waste management, Department of Fish and Wildlife (Exhibit 29) regarding mitigation, Washington State Department of Transportation (WSDOT) (Exhibit 30) regarding the traffic study, and public citizens (Exhibit 33 and 34) regarding traffic, trees, and light pollution. These comments are addressed throughout the staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that Camas Woods (SUB24-1002) should be approved because it does comply with the applicable standards if all the conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the preliminary plat of Camas Woods (SUB24-1002) subject to the following conditions of approval:

CONDITIONS OF APPROVAL

Standard Conditions:

- 1. Engineering site improvement plans shall be prepared in accordance with the City of Camas Design Standards Manual (CDSM) and CMC 17.19.040.
- 2. The engineering site improvement plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Community Development Engineering Department for review and approval.
- 3. Per CMC 17.19.040.C.1 and 1.a: All utilities designed to serve the development shall be placed underground. Those utilities to be located beneath paved surfaces, including all service connections, shall be installed prior to application of any surface materials.
- 4. The installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
- 5. After the land-use decision is issued, the applicant is to submit the Civil construction plans via the online portal at <u>www.cityofcamas.us/Permits/Civil Construction Application</u>.
- 6. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
 - a. Payment of the 1% plan review (PR) fee is required prior to start of initial plan review. Staff will review the preliminary engineer's estimate and invoice the applicant via the online portal.

- b. Payment of the 2% construction inspection (CI) fee is required prior to final plan approval. Staff will invoice the applicant via the online portal.
- c. Under no circumstances will the applicant be allowed to begin land-disturbing activities prior to engineering plan approval.
- 7. If applicable, existing wells, septic tanks, and septic drain fields shall be decommissioned in accordance with state and county guidelines per CMC 17.19.020.
- 8. Prior to any land-disturbing activities of an acre or more, the applicant shall submit a copy of the *NPDES General Construction Stormwater Permit* (GCSWP), which is issued by the Washington State Dept. of Ecology, and the *Stormwater Pollution Prevention Plan* (SWPPP), which is required as a component of the NPDES GCSWP permit.
- Prior to commencing any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond in the amount of 200% of the cost for erosion control (ESC) measures, per CMC 14.06.200. Staff will provide a letter to the applicant with the required ESC amount.
- 10. If any item of archaeological interest is uncovered during a permitted land-disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
- 11. Fire permit(s) and inspections will be required by the Fire Marshal's Office for those lots proposed to have multi-family buildings and mixed-use buildings with ground floor commercial and multi-family above.
 - a. Plans, specifications, and other information as may be necessary to determine compliance with fire and life safety code and standards shall be submitted with permit via the FMO's online portal.
 - b. The fire lines, hydrants, and FDCs are to be shown on the engineering site improvement plans.
 - c. Contact the Fire Marshal's office at 360-834-6191 for submittal information.
- 12. Fire permit forms and submittal instructions are available online or can be picked up at the Fire Marshal's office at 605 NE 3rd Avenue.
- 13. A building permit shall be required prior to commencement of construction of a building structure.
- 14. At the time of building permit approval, the applicant shall pay the appropriate impact fees in accordance with the provisions of CMC 3.88.
- 15. Prior to final acceptance, the applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil.
- 16. As a component for final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
 - a. The as-built cover sheet is to be the originally approved cover sheet signed by the City Engineer.
 - b. As-builts are to be submitted as PDFs.
 - c. As-builts are to be submitted in either AutoCad or Carlson formats.
- 17. Per CMC 17.21.050.B.2 and prior to final acceptance a 2-year warranty maintenance bond is to be submitted for all public improvements.
 - a. Per CMC 17.21.070.A Upon final acceptance of the development improvements the two-year (2) warranty bond commences.
- 18. Per CMC 17.21.070.E A letter of final acceptance will be issued once all items listed in 17.21.070.B-C have been completed, submitted, reviewed, and approved by the city.

- 19. Per CMC 18.18.070.B, prior to the issuance of final occupancy permits, all public and private improvements shall be completed in accordance with CMC 17.21.070 Final Acceptance.
- 20. The applicant will be responsible for maintenance of all on-site private improvements, including but not limited to the private water and fire line system, the private sanitary sewer system, the on-site stormwater facilities, the parking areas, onsite lighting, landscaping and irrigation, and any retaining walls.
- 21. The applicant shall comply with the recommendations of the geotechnical report from GeoEngineers, Inc. dated August 9, 2024.
- 22. Unless construction of this site commences within five (5) years of issuance of this decision, this permit will expire.

Special Conditions of Approval:

Planning:

- 23. The permitting requirements from state agencies shall be complied with.
- 24. The future mixed-use building shall be no more than 16 units unless otherwise approved by staff.
- 25. The arborist report shall be followed.
- 26. All signage must comply with CMC 18.15.

Engineering:

- 27. Prior to engineering construction plan application, the applicant shall submit the Intersection Control Evaluation (ICE) Report for the intersection of NE Everett Street (SR 500) and NE Everett Drive to the Washington State Department of Transportation (WSDOT) and the City of Camas (COC).
- 28. Prior to final acceptance of any phase of Camas Woods constituting an accumulative total of 39 or more site generated AM Peak Hour Trips, the applicant should be required to construct the signal or roundabout at NE Everett Street (SR 500) and NE Everett Drive.

Prior to Engineering Plan Approval:

Planning:

- 29. Mitigation plantings shall be shown on the construction plans.
- 30. The applicant shall provide 100 square feet of usable open space for each unit in the mixed-use zone.
- 31. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 shall be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City's Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card shall be submitted to the City for review and approval.
- 32. CMC 18.17.060 allows for retaining walls up to 6 feet, unless approved by the Director. Exterior retaining walls facing the public right-of-way will be required to be "set back a distance of one foot for every foot in height of a fence in excess of allowed height" per CMC 18.17.060.D. and provide additional landscaping consisting of groundcover, shrubs, and trees.

Engineering:

[Neighborhood Traffic Management Plan]

33. Prior to engineering plan approval, the applicant shall be required to work with staff to provide acceptable locations for and type(s) of traffic calming features. The preferred traffic calming features are raised traffic circles located at intersections.

[Water]

- 34. Prior to engineering plan approval, the applicant shall submit revised water utility plans providing for an 8-inch looped water distribution system to serve the proposed development site from the proposed 8-inch tap on the existing 10-inch water main at the intersection of NE Everett Street (SR 500) through the site to an 8-inch tap on the existing 10-inch water main at the intersection of NE Everett Street (SR 500) and SE 8th Street.
- 35. Prior_to engineering plan approval of Camas Woods Phase 4 or Camas Woods Phase 5, whichever comes first, the applicant shall submit revised water utility that relocate the new section of 8-inch water main shown in the new proposed SE 8th Street such that it is not located below the existing gas main.
- 36. Prior to engineering plan approval, the applicant shall submit revised water utility plans showing the water utility easement over the water meters and meter boxes located in Tract E for Lots 41 and 42; and Tract H for Lots 55, 56, 57, and 58.
- 37. Prior to engineering plan approval, the applicant shall provide the following:
 - a. Verification that a minimum 1-inch domestic water service will supply sufficient flow to the proposed multi-family buildings and the commercial building.
 - b. The water utility plans are to include the size of the domestic water meters for the multifamily and mixed-use buildings.
 - c. Domestic water meters over 2-inches are special orders by city staff.
 - d. The domestic water supply from the water meter to the structures shall be sized by the fire sprinkler contractor's design calculations.
 - e. Provide separate water services to the mixed-use building, one for the multi-family units and one for the commercial building with an above-ground reduced pressure backflow assembly (RPBA).
- 38. Prior to engineering plan approval, the water utility plans shall be revised with the following revisions to the onsite water plans:
 - a. The fire line is to be tapped at the proposed 8-inch public water main and extended from the public water main to the double check detector assembly (DCDA) vault. Neither the domestic water service nor the irrigation service is to be tapped off the fire line.
 - b. The fire line is to be shown on the water utility plans for informational purposes.
 - c. A fire permit application is to be submitted to the Fire Marshal's Office via the FMOs online portal.
 - d. Private fire hydrants are to be ordered from the factory and painted red.
 - e. Private fire hydrants are to be owned and maintained by the property owner.
- 39. Prior to engineering plan approval, the applicant shall submit revised water utility and landscape plans that are to include:
 - a. The location and size of all irrigation meters.

- b. If the irrigation meter is applicant requests a smaller irrigation meter than what is shown on the approved plans, the applicant may be required to pay a restocking fee.
- c. The irrigation meter/s and backflow prevention devices are to be located at the right-ofway.
- d. A note is to be added to the water and landscape plans stating that the irrigation system is to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

[Storm Drainage]

- 40. Prior to engineering plan approval, the applicant shall revise and submit the Final Stormwater Technical Report (FTIR) prepared in accordance with Ecology's 2024 Stormwater Management Manual for Western Washington.
- 41. Prior to engineering plan approval the applicant shall submit a complete set of stormwater plans for review and approval, per MR #1 of the TIR.
- 42. Prior to engineering plan approval, the final TIR is to be is to address Minimum Requirement #4 per Ecology's 2024 Stormwater Management Manual for Western Washington and resubmitted for review.
- 43. Prior to engineering plan approval, the applicant shall submit a revised stormwater plan that includes a note on the stormwater plans stating that Lots 180 through 194 are responsible for ownership and maintenance of said stormwater easement.
- 44. Prior to engineering plan approval, the stormwater utility plans are to be submitted with design information for the proposed underground detention facilities on Lots 207 and 208, the above-ground detention facility in Tract W, and the rear yard roof drain system on Lots 180 through 195.
- 45. Prior to engineering plan approval, the final stormwater TIR is to be submitted with both the City of Camas June 2022 *Stormwater Sewer System Operations & Maintenance Manual* and the maintenance requirements for the treatment vaults.

[Erosion Control]

46. Prior to engineering plan approval, the applicant shall submit a complete set of Erosion Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.

[Sanitary Sewage Disposal]

- 47. Prior to engineering plan approval, the applicant should include the following with the revised sanitary sewer utility plans:
 - a. The city approved grinder pumps for single-family residential uses, per the Camas Design Standards Manual (CDSM).
 - b. City approved grinder pumps for the multi-family residential units.
 - c. City approved grinder pumps for the mixed-use commercial developments.
 - d. The grinder pumps for the multi-family and mixed-use commercial developments are to be submitted to the city for review and approval.

Roads:

[Public Roads]

NE Everett Drive

48. Prior to engineering plan approval, the street site plans shall be revised and resubmitted with the following:

- a. Right-of-way dedication on the east side of NE Everett Drive is to be a minimum of 10 feet.
- b. A full-depth half-width street section is to be constructed from the centerline of the existing right-of-way to the new face of curb and gutter.
- c. The resulting paved surface width shall be a minimum 24-feet of paved width to allow for 2way vehicular movements.
- d. Additional pavement width may be required at the future intersection of NE Everett Drive and NE Everett Street to allow for 2-way vehicular movements and a dedicated left-turn lane.
- e. A minimum 7-foot-wide planter strip is required between the back of curb and edge of sidewalk.
- f. The sidewalk is to be a minimum 6-foot-wide detached sidewalk.
- g. The half-width street improvements shall be a full-depth street section per the Camas Design Standards Manual (CDSM).
- h. There is to be a minimum 25-foot curb radii on both sides of the road at the intersection of NE Everett Drive and proposed N Rekdahl Street.
- i. There is to be a planter strip and detached sidewalk on the east side of NE Everett Drive both sides of the intersection of NE Everett Drive and proposed N Rekdahl Street.

Proposed N Rekdahl Avenue

- 49. Prior to engineering plan approval, the site plans shall be revised and resubmitted with one of the following options:
 - a. Option 1: The elimination of the sidewalk will require that the applicant install a crosswalk with a lighted Rectangular Rapid Flashing Beacon (RRFB) at the curb ramps located at the pedestrian crossing from the parking spaces in Tract C to the sidewalk on the north side of N Rekdahl Avenue.
 - b. Option 2: In lieu of the required planter strip and detached sidewalk along the south side of N Rekdahl Avenue, construct a 6-foot-attached sidewalk, and eliminate the planter strip.

N Webberley Street & N 49th Avenue along Tract J

50. Prior to engineering plan approval, the applicant shall revise the engineering site plans to include the 6-foot detached sidewalk and 7-foot planter strip along the east and north side of Tract J.

Proposed Tract U – Private

- 51. Prior to engineering plan approval, the applicant shall be required to do the following:
 - a. Work with the engineering staff and the Fire Marshal to provide an acceptable dead-end turnaround or an approved alternative to the dead-end turnaround on Tract E, Tract H, and Tract U.
 - b. A note is to be added to the site improvement plans stating that the private roads in Tract E, Tract H, and Tract U are to be owned and maintained by the Homeowners Association (HOA) or the adjacent property owners.
 - c. Provide the minimum 25-foot curb radius on both sides of the private roads in Tract E, Tract H, and Tract U.

Proposed Tracts E, H, and U

52. Prior to engineering plan approval, the applicant should be required to:

- Provide a design for a 'No Parking and Towing' sign for review and approval.
- The approved signage is to be included in the signing and striping plans.
- The 'No Parking and Towing' sign is to include contact information for a towing company.

[Private Parking]

53. Prior to engineering plan approval, the applicant shall submit landscape plans and site improvement plans that provide wheel stops and/or curb stops at all parking spaces adjacent to landscaping and sidewalks/walkways, including private parking Tracts C, D, J, L, and T, Multi-family parking lots, and Commercial parking lots.

[Retaining Walls]

54. Prior to engineering plan approval, the applicant shall submit, with the civil construction application, all block retaining walls for review and approval. The block retaining wall plans are to include the retaining wall locations, plans, profiles, and wall sections, as well as the structural calculations.

[Transportation]

55. Prior to engineering plan approval, the applicant shall be required to address all comments from Washington State Department of Transportation (WSDOT) and the City of Camas (COC) after said reviews of the ICE Report.

NE Everett Street (SR 500) & NE Everett Drive

56. Prior to engineering plan approval, of any phase of Camas Woods, the applicant shall be required to provide an AM Peak Hour trip generation summary for the cumulative site generated trips that include past and current submittals of civil construction plan applications.

[Intersection Sight Distance Analysis]

- 57. Prior to engineering plan approval, the site plans shall be revised to include site distance triangles on the street improvement plans and the landscape plans at the following intersections:
 - a. NE Everett Drive & proposed N Rekdahl Avenue
 - b. Proposed N Rekdahl Avenue & the drive access between Phases 7 and 8
 - c. Proposed N Rekdahl Avenue & proposed A Street
 - d. SE 8th Street & proposed E Street

[Left-turn Analysis]

58. Prior to engineering plan approval for Camas Woods Phases 4 and 5, the applicant should be required to evaluate the need for a dedicated southbound left-turn lane at the intersection of NE Everett Street (SR 500) and SE 8th Street.

Prior to Land-Disturbing Activities:

Planning:

59. The installation of temporary construction fencing prior to construction shall be installed that clearly marks in the field critical area buffers (i.e., wetlands and Oregon White Oaks) and fencing should remain throughout permitted construction activities.

Engineering:

[Storm Drainage]

60. Prior to any land-disturbing activities the applicant shall submit an electronic version of the required SWPPP, per MR #2 of the preliminary TIR. The contractor is required to always have a copy of the SWPPP on site.

[Erosion Control]

- 61. Prior to any land-disturbing activities, the applicant shall submit an approved form of financial security for erosion and sediment control. Staff will provide documentation with the financial security amount.
- 62. Prior to any land-disturbing activities, the applicant shall have approved engineering plans, which include tree cutting, clearing and grading, an approved set of engineering plans, including the erosion prevention and sediment control measures.
- 63. Prior to any land-disturbing activities, an electronic copy of Ecology's NPDES GCSWP permit, an electronic copy of the SWPPP, and the financial security for erosion and sediment control are to be submitted to the city.

Prior to Final Plat Approval:

Planning:

- 64. A conservation covenant shall be recorded with the County to ensure the long-term preservation of all the critical areas and any associated buffers, including maintenance of any mitigation actions, per CMC 16.51.240 and conditioned as such.
- 65. The applicant will be required to post a mitigation bond in an amount deemed acceptable by the city to ensure the wetland mitigation is fully functional per CMC 16.51.250.
- 66. The setbacks for each zone shall be written on the plat.
- 67. Lots 169-173 in the LD-NS zone shall be the smallest size permitted in the LD-NS zone which is 5,250 square feet per the density transfer provisions
- 68. Lots 179-183 in the LD-NS zone shall be the smallest size permitted in the LD-NS zone which is 5,250 square feet per the density transfer provisions.

Engineering:

[Water]

- 69. Prior to final plat approval, the applicant shall add a note to the final plat stating:
 - a. Irrigation meters for the benefit of landscaping are required in all the Open Space Tracts and are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
- 70. Prior to final plat approval, the applicant shall provide a water utility easement over the water meters and meter boxes located in Tract E for Lots 41 and 42; and Tract H for Lots 55, 56, 57, and 58.
- 71. Prior to final plat approval, the applicant shall add the following note to the final plat:
 - a. Irrigation meters for the benefit of landscaping required in all the Open Space Tracts are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

[Storm Drainage]

- 72. Prior to final plat approval, the 10-foot stormwater easement is to be included on the final plat with the following note:
 - a. The 10-foot stormwater easement located along the rear of Lots 180 through 195 is to be owned and maintained by the individual property owners of Lots 180 through 195.
- 73. Prior to final plat approval, the plat is to include the following notes:

- b. The stormwater treatment and detention facilities located in the multi-family and mixed-use Lots 207 and 208 are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
- c. The stormwater treatment and detention facilities located in Tract W are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
- 74. Prior to final plat approval, the following notes shall be added to the final plat stating that:
 - d. The stormwater facilities located on Lots 207 and 208, and in Tract W are to be owned and maintained by the property owners and/or homeowners/Homeowner Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
 - e. Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on Lots 207 and 208, and in Tract W.
 - f. The private rear yard drainage system on Lots 180 through 195 are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems/easements are located.

[Sanitary Sewage Disposal]

- 75. Prior to final plat approval, the applicant shall include the following notes on the final plat:
 - a. The grinder pumps for the single-family residences are owned and maintained by the individual homeowners.
 - b. The grinder pumps for the multi-family residential units are owned and maintained by the property owners of the multi-family residential units on Lots 207 and 208.
 - c. The grinder pumps for the mixed-use commercial development are to be owned and maintained by the property owners of the mixed-use commercial developments on Lot 208.

[Existing wells, septic tanks, and septic drain fields]:

76. Prior to final plat approval, the applicant shall provide documentation to the city that any existing wells or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

[Roads]

[Private Roads]

Proposed Tract U – Private

- 77. Prior to final plat approval, the applicant should be required to add the following notes to the final plat:
 - a. Tract E is a private road that is owned and maintained by the Homeowners Association (HOA) and/or the adjacent property owners, Lots 41 and 42.
 - b. Tract H is a private road that is owned and maintained by the Homeowners Association (HOA) and/or the adjacent property owners, Lots 55, 56, 57, and 60.
 - c. Tract U is a private road that is owned and maintained by the Homeowners Association (HOA) and/or the adjacent property owners on Lots 179, 180, 181, and 182.

Prior to Final Acceptance:

Planning:

- 78. Permanent signs and fencing should be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications should be submitted to the City for review and approval prior to installation.
- 79. Each dwelling unit shall be landscaped with at least one 2-inch caliper tree in the planter strip of the right-of-way, or similar location in the front yard of each dwelling unit.
- 80. Irrigation and landscaping shall be installed or bonded for prior to final acceptance per CMC 17.19.030.F.3.

Engineering:

- 81. Prior to final acceptance, the applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil.
- 82. Prior to final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
 - a. The as-built cover sheet is to be the originally approved cover sheet signed by the City Engineer.
 - b. As-builts are to be submitted as PDFs.
 - c. As-builts are to be submitted in either AutoCad or Carlson formats.
- 83. Prior to final acceptance receipt of the 2-year maintenance warranty bond is to be submitted for all public improvements, per CMC 17.21.050.B.2.

[Sanitary Sewage Disposal]

84. Prior to final acceptance of any phase of the proposed Camas Woods development, the applicant should construct the offsite sanitary sewer force main from the proposed development to the Leadbetter Lift Station (LS), unless another connection point is determined acceptable from the City's Modeling Analysis.

[Existing wells, septic tanks, and septic drain fields]:

85. Prior to final plat approval, the applicant shall provide documentation to the city that any existing wells or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

[Roads]

Proposed Pedestrian Access Via Tract D

86. Prior to final acceptance of any phase of Camas Woods, the applicant is to construct a minimum 6foot-wide concrete pedestrian access from N Rekdahl Avenue to the southernmost property line of Camas Woods that abuts the Camas High School's northern property line.

Proposed Public Road - SE 8th Street

87. Prior to final acceptance of Camas Woods Phase 4 or Camas Woods Phase 5, whichever comes first, the applicant shall construct a minimum 24-foot-wide pavement section from the west end of proposed SE 8th Street to NE Everett Street (SR 500).

Proposed Tracts E, H, and U

88. Prior to final acceptance, the applicant shall install the 'No Parking and Towing' signs on proposed Tract E, Tract H, and Tract U.

[Transportation]

NE Everett Street (SR 500) & NE Everett Drive

89. Prior to final acceptance of any phase of Camas Woods constituting an accumulative total of 39 or more site generated AM Peak Hour Trips, the applicant should be required to construct the signal or roundabout at NE Everett Street (SR 500) and NE Everett Drive.

NE 242nd Avenue (SR 500) & NE 28th Street

90. Prior to final acceptance the applicant should collaborate with WSDOT to identify and implement capacity mitigation at the NE 242nd Avenue & NE 28th Street intersection if required in conjunction with site development.

NW Lake Road & NW Sierra Street

[City of Camas Proportionate Shares]

- 91. Prior to final acceptance of any Phase of Camas Woods, the applicant shall pay a proportionate share based on the cost of construction of a traffic signal at the intersection of NW Lake Road and NW Sierra Street. This share would be used to pay for a portion of the intersection improvements at this location.
- 92. Prior to final acceptance of any Phase of Camas Woods, the applicant shall pay the proportionate share amount to the city of Camas. The proportionate share amount that shall be paid is calculated at \$61,189 for the NW Lake Road and NW Sierra Street Intersection improvements.

[City of Vancouver Proportionate Shares]

93. Prior to final acceptance of any Phase of Camas Woods, the applicant shall pay the proportionate share amount of \$4,800.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

Prior to Building Permit Issuance

- 94. The building height for each zone shall be complied with at the time of design review and building permit review.
- 95. Design review shall be required prior to building permit issuance for the mixed use and multifamily buildings.
- 96. The future mixed-use and multifamily buildings shall comply with the required setbacks and unit count.
- 97. For residences in the LD-NS zone, footnote 3 and 4 in CMC 18.09.040 Table 2 shall be complied with.
- 98. For residences in the HD-NS zone, footnote 5 and 9 in CMC 18.09.050 Table 1 shall be complied with.
- 99. There shall be two parking spaces for each single-family lot.

Prior to Final Occupancy:

Planning:

100. Street trees adjacent to lots shall be installed prior to final occupancy or bonded for per CMC 17.19.030.F.4.

Proposed Plat Notes

- 1. The maximum lot coverage for the Low Density North Shore zone is 60%, and the High Density North Shore and the Mixed Use North Shore are 65%.
- 2. Irrigation meters for the benefit of landscaping are required in all the Open Space Tracts and are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
- 3. The 10-foot stormwater easement located along the rear of Lots 180 through 195 is to be owned and maintained by the individual property owners of Lots 180 through 195.
- 4. The stormwater treatment and detention facilities located in the multi-family and mixed-use Lots 207 and 208 are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
- 5. The stormwater treatment and detention facilities located in Tract 'W' are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
- 6. Lots 207 and 208: The stormwater facilities are to be owned and maintained by the property owners and/or Homeowner Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
- 7. Tract W: The stormwater facility is to be owned and maintained by the homeowners and the Homeowner Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
- 8. Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on Lots 207 and 208, and Tract W.
- 9. Lot 180 Lot 195: The private rear yard stormwater drainage systems are to be placed in private stormwater easements and are owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems easements are located.
- 10. The grinder pumps for the single-family residences are owned and maintained by the individual homeowners.
- 11. The grinder pumps for the multi-family residential units are owned and maintained by the property owners of the multi-family residential units on Lots 207 and 208.
- 12. The grinder pumps for the mixed-use commercial development are to be owned and maintained by the property owners of the mixed-use commercial developments on Lot 208.
- 13. Tract E is a private road that is owned and maintained by the Homeowners Association (HOA) and/or the adjacent property owners, Lots 41 and 42.
- 14. Tract H is a private road that is owned and maintained by the Homeowners Association (HOA) and/or the adjacent property owners, Lots 55, 56, 57, and 60.
- 15. Tract U is a private road that is owned and maintained by the Homeowners Association (HOA) and/or the adjacent property owners on Lots 179, 180, 181, and 182.