STAFF REPORT

The Landing at Green Mountain 2 Subdivision

Planning Case SUB25-1006

Report Date: December 3, 2025

TO	Hearings Examiner	**HEARING DATE**	December 9, 2025
PROPOSAL	To subdivide approximately 9.6 acres situated in the R-7.5 – Single-Family Residential Zone into 34-lots to facilitate the future development of single-family detached residential homes.		
LOCATION	The site is located at 22015 & 22111 NE 28th Street in the SW ¼ of Section 21, Township 2 North, Range 3 East, of the Willamette Meridian; and described as tax parcel numbers 611175000, 173177000, and 173210000.		
PROPERTY OWNERS	**Linda Middagh** 22015 NE 26th Street Camas, WA 98607 **Emmert Family III LLC** 10470 SE Hillcrest Drive Happy Valley, OR 97086	**APPLICANT**	PLS Engineering Attn: Jayson Taylor 604 W Evergreen Boulevard Vancouver, WA 98660
APPLICATION SUBMITTED	August 11, 2022	**APPLICATION COMPLETE**	September 24, 2025
SEPA	The City issued a SEPA Determination of Non-significance (DNS) on October 16, 2025, with a comment period that closed on October 30, 2025. The SEPA DNS was mailed to property owners within 300-feet of the subject site on October 15, 2022, and published in the Post Record on October 16, 2022, as Legal publication #1042060.		
PUBLIC NOTICES	A Notice of Application was mailed to property owners within 300 feet of the site on October 8, 2025, and published in the Post Record on October 9, 2025. Legal publication #1040950. A Notice of Public Hearing was mailed to property owners within 300 feet of the site on November 19, 2025, and published in the Post Record on November 20, 2025. Legal publication #1049790.		

APPLICABLE LAW: The application was submitted on July 14, 2025, 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 18.11 - 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 approval to subdivide approximately 9.6 acres situated in the R-7.5 Single-Family Residential Zone. The preliminary plat proposes to subdivide the subject property into 34 lots, ranging in size from approximately 5,000 – 41,512 square-feet.

Surrounding uses to the north, west, and east are single-family residential. To the south of the project site is Camp Currie Park. An overhead 100-foot-wide Bonneville Power Authority powerline easement runs diagonally east/west through the site. The single-family residential properties immediately to the west of the subject site are in the R-7.5 zone. The properties to the north (Green Mountain Subdivision) are zoned R-6. The properties adjacent to the easterly and southerly property lines include parcels that are zoned PF – Public Facilities.

The subject properties are currently developed with single-family residences and outbuildings. The existing structures on parcel 17321000 are proposed to remain, while all structures on parcel 173177000 will be removed. The topography of the site and within the vicinity of the study area, slopes in elevation from the highest point along NE 28th Street in the north to south/southwest. Seasonal hydrology flows offsite and southwest to the valley floor to the Lacamas Creek corridor. A maintained BPA powerline easement that is 100-feet wide, bisects the project area diagonally east/west. The site is generally dominated by open pasture areas with scattered native and non-native trees. Little native understory existing within the bulk of the property due to a history of grazing of the open pastures and maintained lawn surrounding the residences. Trees that are concentrated within the project area are located in the southern parcel boundaries, adjacent to forest land owned by Clark County. It should be noted that a series of trails and maintained access/logging road is present to the south on the county property with connection ultimately south to Lacamas Lake and Camp Currie. The preliminary plans indicate that there will be tracts set aside for a stormwater facility, open space, access, landscaping, and other related infrastructure.

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

FINDINGS

Chapter 16.07 State Environmental Policy Act

A SEPA checklist was submitted, and a Determination of Non-Significance (DNS) was issued on October 16, 2025, as the proposed development includes more than nine residential dwelling units per CMC

16.07.020.A.1. and contains critical areas. The comment period ended October 30, 2025. Three comments were received. One comment was from the Department of Ecology regarding solid waste management and water quality (Exhibit 28). One comment was from the Department of Fish and Wildlife (WDFW) regarding the existing Oregon white oak tress located onsite (Exhibit 30), and a comment was from the Cowlitz Indian Tribe with a recommendation for a project-specific Inadvertent Discovery Plan (Exhibit 29), given that the project is within the Cowlitz Indian Tribe's area of concern.

> **FINDING:** Staff finds the comments provided by the Department of Ecology, WDFW, and the Cowlitz Indian Tribe should be complied with.

Chapter 16.31 Archaeological Preservation

The subject property is within a high and moderate to high probability for the presence of archeological artifacts. The site is also within an Archeological Site Buffer per Clark County GIS data; therefore, an archaeological predetermination report has been prepared for the site. The report prepared by Archeological Services LLC, dated May 16, 2025, was sent to the Department of Archaeology and Historic Preservation as well as the tribes. The report noted that no archeological artifacts were found during the onsite field investigation. Based on the findings in 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. A condition of approval that requires the applicant to submit an Inadvertent Discovery Plan is also warranted, based on the comment letter received from the Cowlitz Indian Tribe during the SEPA comment period.

Chapter 16.51 Critical Areas

CMC Chapter 16.53 - Wetlands

Per Clark County GIS, the subject property is mapped as having the presence of wetlands on the property known as 22111 NE 28th Street, however, indicates that none are present on the parcel known as 22015 NE 28th Street. A Critical Areas Report prepared by Ash Eco Solutions dated July 1, 2025 (Exhibit 10), notes that site reconnaissance confirmed that no wetlands are located within the subject project area.

CMC Chapter 16.61 – Fish and Wildlife Habitat Conservation Areas

Habitats of Local Importance- Oregon White Oaks

The WDFW maps individual Oregon white oak trees on the project site and adjacent to the eastern subject parcel. The oak trees were inventories and identified in the Critical Areas Report from Ash Eco Solutions, LLC (AES) dated May 16, 2025.

WDFW defines Oregon white oak priority habitat as; Oregon White Oak Woodlands are *"stands of oak or oak/conifer associations where canopy coverage of the oak component of the stand is 25%; or where total canopy coverage of the stand is 25% but oak accounts for at least 50% of the canopy coverage. The latter is often referred to as oak savanna. In non-urbanized areas west of the Cascades, priority oak habitat consists of stands >0.4 ha (1.0 ac) in size. East of the Cascades, priority oak habitat consists of stands >2 ha (5 ac) in size. In urban or urbanizing areas, single oaks or stands <0.4 ha (1 ac) may also be considered a priority when found to be particularly valuable to fish and wildlife (i.e., they contain many cavities, have large diameter at breast height [dbh] (generally 20-inches dbh and greater), are used by priority species,*

or have a large canopy. Oak woodlands in western Washington may contain understory plants indicative of Prairie."

A total of five Oregon white oak trees were located within the project area. Four of the five individual Oregon white oak trees identified onsite are over 20-inches dbh and therefore meet the criteria listed under CMC 16.61.010.A.3.a that defines Oregon white oak habitat of local importance:

i. Individual Oregon white oak trees with a twenty-inch diameter at breast height (twenty inches dbh).
ii. Stands of Oregon white oak trees greater than one acre, when they are found to be valuable to fish and wildlife (i.e., may include trees with cavities, large diameter breast height (12 inches dbh), are used by priority species, or have a large canopy.
iii. All Oregon white oak snags unless determined by an arborist to be a hazard.

The project proposes the removal of one of these jurisdictional Oregon white oak trees (Oak #47). Mitigation to offset the removal of this jurisdictional oak tree is proposed to meet CMC 16.61 Fish and Wildlife Habitat Conservation Areas code. The onsite oak mitigation will consist of Oregon white oak tree and native scrub enhancement within the southern portion of the site that will offset the removal of the single oak tree. The mitigation plan will also incorporate oak mitigation and native enhancement within the wetland buffer also located in the far southern extent of the project area and will allow for an extension of the existing treeline in this area. The perimeter of the stormwater facility is proposed to be planted with oak mitigation plantings, as well as the understory of the adjacent large oak to be preserved in this area.

Following the mitigation sequencing requirements outlined under CMC 16.51.170, the project has avoided and minimized impacts to the full extent practicable while still meeting the required design elements for a subdivision of this size. The Critical Areas Report indicates that unavoidable impacts have been quantified, and appropriate mitigation has been proposed onsite for a no net loss of habitat area or function onsite. The mitigation plan includes placing protection around the perimeter of the mitigation areas during site grading and construction activities and after. The mitigation proposed will offset the Oregon white oak Priority Habitat impacts onsite for no net loss of priority function or area following CMC guidelines.

WDFW also indicates that "Cave or Cave-rich Areas" occur within the general area surrounding the subject site, though no evidence of caves or rock outcroppings were identified by AES during their site reconnaissance.

CMC Chapter 16.51 – General Provisions for Critical Areas

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., Oregon White Oaks) and fencing should remain throughout permitted construction activities. In addition, prior to final engineering plan final acceptance, 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.

Prior to final acceptance, a conservation covenant should be recorded with the County to ensure the long-term preservation of the critical areas and any associated buffers, including maintenance of any mitigation actions, per CMC 16.51.240 and conditioned as such. Further, a copy of the recorded conservation covenant document must be submitted to the city prior to final acceptance.

The applicant will be required to post a mitigation bond in an amount deemed acceptable by the city to ensure the oak mitigation is fully functional per CMC 16.51.250.

Staff finds a condition of approval is required that detailed construction drawings per CMC 16.53.050.E.3 are submitted to the City for review and approval prior to final engineering plan approval.

> **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

CMC Chapter 17.11.030(D) Criteria for Preliminary Plat Approval:
The hearings examiner's decision on application for preliminary plat approval shall be based on the following criteria:

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

Comprehensive Plan
The subject property is designated as Single-Family Medium in the City's Comprehensive Plan, which includes the Single-Family Residential R-7.5 zone designation.

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

- Land Use Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- Land Use Policy 1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.
- Land Use Policy 3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- Housing Policy 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.
- Housing Policy 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 subdivision 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 and Recreation Open Space Plan (PROS) identifies the future T-29 trail that is shown to traverse west-to-east through the southernmost limits of the proposed subdivision. The property located to the south and east of the proposed development is owned by Clark County Parks. Per the City's 2022 General Sewer Plan (GSP) a future sanitary sewer pressure main, traversing west-to-east, from the Goodwin Road Lift Station (LS) to NE 232nd Avenue is proposed. The applicant is required to construct a segment of the T-29 public access trail that will be located on said development. An easement over and under the segment of the T-29 is required that encompasses both the public access trail and the future sanitary sewer main.

> Staff recommends a condition of approval that prior to final plat approval, the applicant is required to show an easement encompassing the T-29 public access trail and the future sanitary sewer pressure main.

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.

The Transportation Impact Study (TIA) prepared by Lancaster Mobley (Exhibit 3, Table 3, page 8), dated April 23, 2025, found the project is expected to generate approximately 292 net new trips, Average Daily Trips (ADT) with 21 new AM Peak Hour trips (6 In / 15 Out) and 29 PM Peak Hour trips (18 In / 11 Out). Therefore, the proposed development will not be required to install traffic calming features.

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

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

Water:
In accordance with CMC 17.19.040.C.4 Water System, each lot within a proposed 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 24-inch ductile iron (DI) transmission water main located on the south side NE 28th Street. Per CDSM, a minimum 8-inch water distribution system will be provided for the benefit of the proposed development with a minimum 1-inch water service provided to each lot.

Preliminary utility plans were submitted with the original July 2025 application. Revised preliminary utility plans were submitted August 2025, with a third revision submitted in September 2025 (Exhibit 13). The following discussion is based on the September 2025 submittal (Exhibit 13).

The preliminary utility plans (Exhibit 13) show the proposed 8-inch DI water main tapped off the existing 24-inch DI water main in NE 28th Street at the northernmost end of the cul-de-sac of Wright Court. The new 8-inch water main is then extended south to the intersection of Wright Court and NE 80th Avenue to a dead-end blowoff valve at the westernmost end of NE 80th Avenue.

Per the Camas Design Standards Manual (CDSM), General Detail G8, Utility Easements; a minimum 30-foot-wide utility easement is required for three utilities. The proposed 8-inch DI water main tapped from the 24-inch DI water main in NE 28th Street is one of three utilities; water, sanitary sewer, and storm that are extended from NE 28th Street south via the cul-de-sac on Wright Court.

> Staff recommends a condition of approval that prior to final plat approval, a minimum 30-foot-wide utility easement over and under said utility easement is to be shown on the final plat and conveyed to the city for inspections, maintenance, and repairs of said utilities located within the easement.

There are three additional 8-inch DI water main legs that are extended west at the intersections of Wright Court and NE 81st Avenue; and Wright Court and NE 82nd Avenue to a dead-end blows at the westernmost end of future NE 81st Street and NE 82nd Avenue. All three 8-inch water main legs are extended to the west property line of the proposed development for the benefit of future developments.

Per CMC 17.19.040.C.4.a a minimum 1-inch water service is to be provided to each dwelling unit of the proposed development.

The proposed improvements include 33 new single-family lots, and existing structures will remain part of Lot 34. The preliminary utility plans (Exhibit 13) show the required water service to each of Lots 1 through 34.

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 preliminary utility plans (Exhibit 13) show two (2) future fire hydrants located on future Wright Court, between Lots 3 and 4; and Lots 29 and 30. These two locations are spaced approximately 550-feet apart and are on the east side of Wright Court. There aren't any fire hydrants shown on N 80th Avenue or N 81st Avenue, which are dead-ends that are approximately 360-feet and 300-feet respectively from the future fire hydrant between Lots 29 and 30 on Wright Court. During engineering plan review it may be determined by the Fire Marshal that additional fire hydrants may be required.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should work with engineering and the Fire Marshal's Office to determine if an additional fire hydrant is required on future N 80th Avenue or future N 81st Avenue.

Per CMC 17.19.040.C.4.d Landscaping in open space tracts must have a service for an irrigation 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 the landscape plans. The owner of the open space tract is responsible for installation of the meter and the water usage. Landscaping water services and meters are to be privately owned and maintained by the 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 plans showing the locations of all proposed irrigation services and the size of each irrigation meter.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that irrigation meters required for open space areas are to be privately owned and maintained by the Owners and/or Homeowners Association (HOA).

Proposed Plat Note: Irrigation meters required for open space areas are to be privately owned and maintained by the Owners and/or Homeowners Association (HOA).

FINDINGS: Staff finds that, as conditioned, adequate provisions for water can or will be made in accordance with CDSM and CMC 17.19.040.

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 Figure 1-3.2: Flow Chart for Determining Requirements for Redevelopment of Ecology's Stormwater Management Manual for Western Washington (SWMMWW), if the land-disturbing activities are greater than 7,000-square feet, Minimum Requirements (MRs) 1-9 will apply.

Per Clark GIS Property Information, the site for the proposed development is approximately 9.6 acres (418,176 SF) in size. The proposed development will have land-disturbing activities greater than 7,000-square feet, therefore Minimum Requirements (MRs) 1-9 apply.

A preliminary stormwater Technical Information Report (TIR) (Exhibit 17), dated July 2025, was prepared by PLS Engineering. The site contains existing structures; a 1,900 square-foot house, a 1,200 square-foot shop, and a 3,080 square-foot chicken coop. There is an existing 100-foot-wide BPA easement that

transects the site from northwest to southeast; with electrical power line towers that support the high-voltage power lines located within the easement. The reminder of the site is vegetated with grass, weeds, and a variety of trees. The site slopes generally from the northeast to the southwest with grades ranging from 3% to 10%. There are slopes up to 20% in the southwestern portion of the site.

MR #1 – Preparation of Stormwater Site Plans: The preliminary stormwater utility plan was incomplete. The plans were not a complete set of the stormwater design system, including profiles of the conveyance system, sizing of laterals and manholes; and design plans for the stormwater facilities.

> Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit a complete set of stormwater plans, including the design for the collection and conveyance system in accordance with the Camas Design Standards Manual (CDSM); and a complete set of the design plans for the stormwater detention and treatment system, per MR #1 of the TIR.

MR #2 – Construction Stormwater Pollution Prevention Plan (SWPPP): The SWPPP was included as Appendix E of the preliminary TIR.

MR #3 – Source Control of Pollution: The preliminary TIR addresses the various BMPs required for source control in the SWPPP included in Section D.

MR #4 – Preservation of Natural Drainage Systems and Outfalls: PerThe preliminary TIR stormwater runoff flows to the southwest corner of the site. The proposed development will capture all the runoff and release said runoff at rates that are in compliance with the SWMMWW. The will assist in maintaining and preserving the natural drainage systems.

MR #5 – On-Site Stormwater Management: The preliminary TIR addresses this requirement in Section E.

MR #6 – Runoff Treatment: The preliminary TIR addresses this requirement in Section F. Treatment is proposed via treatment catch basins and manholes. Treatment and detention structures located in the public right-of-way is not supported by staff.

> Staff recommends a condition of approval that prior to engineering plan approval the stormwater plans are to be revised with any and all proposed treatment structures, including treatment manholes; and detention structures located outside of the public right-of-way.

MR #7 – Flow Control: The preliminary stormwater report (TIR), sufficiently discusses the proposed flow control methods in Section G.

MR #8 – Wetlands Protection: Appendix F and Section H, of the preliminary TIR states sufficiently address the proposed wetland protections.

MR #9 – Operation and Maintenance (O&M): The preliminary TIR provided addresses the O&M manual in Section L, with a copy of the O&M manual in Appendix D. In addition to the city's 2022 O&M Manual, documentation of the maintenance requirements are to be provided for the treatment structures, as the stormwater facilities located in Tract A are to be owned and maintained by the Homeowners Association (HOA)/homeowners.

> Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit document of the maintenance requirements for the stormwater treatment structures, as the stormwater facilities located in Tract A are to be owned and maintained by the Homeowners Association (HOA)/homeowners.

Per CMC 14.02 and 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.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit a revised stormwater plan for Lots 1-34. Said plan should ensure that adjacent parcels and downstream drainageways and/or adjacent properties are not negatively affected by roof drain downspouts and surface water runoff, per Camas Municipal Code (CMC) 14.02 and 17.19.040.C.

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 owned and maintained by the homeowners and/or the HOA.

Per the preliminary plat (Exhibit 12) and the preliminary utility plan (Exhibit 13), the proposed stormwater facility is shown to be located within a tract that includes Oregon White Oaks, the pedestrian T-29 trail, and a sanitary sewer easement for the city's future Sanitary Sewer Force Main.

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. The 2-year maintenance period shall run concurrently with the city's required two-year warranty period that begins at final acceptance.

Prior to end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that a fully functional facility is turned over to the new owners (e.g., homeowners' associations/homeowners). At completion of the 2-year warranty period, the stormwater facilities in Tract A will be owned and maintained by the Homeowner's Association/homeowners. Per CMC 14.02.C, the City shall have the right-of-entry and authority to inspect the stormwater facilities located in Tract A.

Staff recommends a condition of approval that prior to final plat approval the following proposed plat notes are to be added to the final plat.

Proposed Plat Notes:

Stormwater facilities located on Tract A are to be owned and maintained by the homeowner's association (HOA)/homeowners at the completion of the 2-year warranty period, which expires 2-years after issuance of final acceptance.

Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located on Tract A.

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

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).

Per CMC 17.21.030.A installation of erosion prevention / sediment control measures are required per an approved erosion and sediment control plan. The preliminary plans that were submitted with the application did not include the erosion and sediment control plans.

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

Per Clark GIS Property Information, the site for the proposed development is approximately 9.6 acres (418,176 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. The erosion control financial security is to be submitted to the city prior to start of any land-disturbing activities. 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, a copy of Ecology's NPDES GCSWP permit, a copy of the SWPPP, and the financial security for erosion and sediment control are to be submitted to the city.

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

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

<u>Sanitary Sewage Disposal:</u>
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).

The General Sewer Plan Amendment of April 2010 (GSP) provides a plan on how the Northshore (previously known as the North Urban Growth Area (NUGA)) will be served. The Northshore is divided into six basins served by multiple regional pump stations and major force main and gravity piping systems. The GSP calls for traditional gravity sewer flows (including solids) from all six basins to be directed south and east along the north side of Lacamas Lake.

The subject property is located in Basin 1 as shown in the GSP. As described above, Basin 1 is to be permanently serviced by the regional pump station and force main system along the north side of Lacamas Lake. The city constructed the North Shore Sewer Transmission System (aka NUGA-STS) in 2018. This system begins at the Goodwin Road Pump Station (No. 1), the regional pump station that is located on Goodwin Road just west of the intersection of Ingle Road and Goodwin Road.

The City's General Sewer Plan and Sewer System Development Charge Calculations assume that 66 percent of the permanent system will be constructed by the development community. As such, prior to

building permit issuance, the Applicant will be required to provide a proportionate share payment of the NUGA-STS necessary to serve the site. The proportionate share amount has been determined to be $1,235.77 per Lot.

Staff recommends a condition of approval that prior to final plat approval, a plat note addressing the proportionate share amount per Lot, payable to the city for the North Shore Sewer Transmission System (aka NUGA-STS) is warranted.

Proposed Plat Note:
At the time of building permit issuance, each Lot is subject to a $1,235.77 fee per Lot, as the proportionate share contribution for the North Shore Sewer Transmission System, previously known and approved as the 'North Urban Growth Area – Sewer Transmission System' or NUGA-STS. If the NUGA SDC fees are updated to include the proportionate share fee amount of $1,235.77 per Lot, the proportionate share fee will no longer be required.

Preliminary utility plans were submitted with the original July 2025 application. Revised preliminary utility plans were submitted August 2025, with a third revision submitted in September 2025 (Exhibit 13). The following discussion is based on the September 2025 submittal (Exhibit 13).

The preliminary utility plans (Exhibit 13) show a new sanitary sewer manhole installed over the existing 8-inch gravity sewer main and a new 2-inch sanitary force main extended south from the new sanitary sewer manhole through the cul-de-sac of Wright Court. The new 2-inch sanitary force main is then extended south to the intersection of Wright Court and NE 80th Avenue and then west in NE 80th Avenue.

There are three additional 2-inch sanitary force main legs that are extended west at the intersections of Wright Court and NE 81st Avenue; and Wright Court and NE 82nd Avenue. These three (3) legs are shown to dead-end at the sewer lateral to the last Lot on NE 80th Avenue, NE 81st Avenue, and NE 82nd Avenue. All three 2-inch sanitary force main legs are extended to the west property line of the proposed development.

Staff recommends a condition of approval that prior to engineering plan approval, the sanitary sewer utility plans are to be revised to show the 2-inch sanitary sewer force mains in NE 80th Avenue, NE 81st Avenue, and NE 82nd Avenue extended to the westernmost property line of the proposed development.

Per CMC 17.19.040.C.2a Each detach units shall have their own sewer service and STEP or STEF or conventional gravity system as required.

The proposed improvements include 33 new single-family lots, and existing structures will remain part of Lot 34. The preliminary utility plans (Exhibit 13) show the required sewer lateral to each of Lots 1 through 34. The preliminary plans state that each of Lots 1 through 34 will have a sewer lateral to support a grinder pump system. The grinder pump systems are installed with home construction and are to be owned and maintained by the owners of Lots 1 through 34.

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

- Calculations verifying that the sanitary sewer force main is adequately sized for solids and effluent to be pumped up to the existing 8-inch gravity sewer main and the new sanitary sewer manhole in NE 28th Street.
- An odor control system is to be installed at the sanitary sewer manhole that allows for the transition from conventional gravity to sanitary force main.
- All sanitary sewer laterals are to be laid perpendicularly from the mains to the lots.

- Calculations verifying that the pressure sewer laterals, from the grinder pumps to the force main, are adequately sized for solids and effluent.
- Grinder pumps and laterals are to be per the Camas Design Standards Manual (CDSM).

Staff recommends a condition of approval that prior to final plat approval, the following note are to be added to the final plat:

- The grinder pumps for Lots 1 through 34 are to be owned and maintained by the property owners.

Proposed Plat Note:

- The grinder pumps for Lots 1 through 34 are to be owned and maintained by the property owners.

Per the Camas Design Standards Manual (CDSM), General Detail G8, Utility Easements; a minimum 30-foot-wide utility easement is required for three utilities. The proposed 2-inch sanitary force main tapped and extended from the existing 8-inch gravity sewer main in NE 28th Street is one of three utilities; sanitary sewer, water, and storm that are extended from NE 28th Street south via the cul-de-sac on Wright Court.

Staff recommends a condition of approval that prior to final plat approval, a minimum 30-foot-wide utility easement over and under said utility easement is to be shown on the final plat and conveyed to the city for inspections, maintenance, and repairs of said utilities located within the easement.

Demolition permits are issued by the city's Building Department. There are existing structures on the proposed development site. The Department of Ecology submitted a SEPA comment (Exhibit 28) regarding removal of potentially dangerous or hazardous materials.

Staff recommends a condition of approval that prior to issuance of a demolition permit the Building Department requests documentation verifying the applicant has complied with State and County Health Department requirements for disposal of potentially dangerous or hazardous materials.

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

[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. 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 engineering plan approval, any existing wells and/or septic systems, which includes septic tanks and drain fields, are to be decommissioned and documentation should be provided to the city that said wells and/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.

FINDINGS: Staff finds that, as conditioned, adequate provisions for decommissioning existing wells and septic systems can or will be made.

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;

<u>Roads:</u>

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

The proposed development is located on the south side of NE 28th Street, which is designated as a future 3-lane arterial, per the 2016 Road Designation Comprehensive Plan. Half-width frontage improvements were constructed on the north side of NE 28th Street across from the proposed development. These frontage improvements consisted of curb & gutter, sidewalks, planter strips, and increased paved surfaces.

The proposed development is Phase 2 of The Landing at Green Mountain development. Phase 1 of the Landing at Green Mountain completed that developments frontage improvements on the south side of NE 28th Street in 2024. Phase 2 will take access to NE 28th Street via The Landing at Green Mountain Phase 1, originally approved as Monte Verde.

The Landing at Green Mountain Phase 2 is required to complete the full depth half-width frontage improvement on the south side of NE 28th Street from the existing centerline as part of the proposed development, which includes curb & gutter, sidewalk, planter strip, and increased paved surface on the south side of NE 28th Street.

[Public Roads]:
Per 17.19.040.B.1 half-width street improvements along an existing roadway is required when it is determined to be appropriate by the city engineer. Half-width street improvements on NE 28th Street are required along the frontage of the proposed development.

Per CDSM *Table 2 – General Guidelines for Geometry of a Roadway*, 3-lane collectors/arterials are to consist of a 74-foot right-of-way width, a 46-foot-wide paved street width, 6-foot-wide sidewalk, 5.5 to 7.5-foot-wide planter strip, and no on-street parking permitted on either side.

The preliminary grading plan (Exhibit 14) for the half-width street improvements along the frontage of the proposed development on NE 28th Street, show the full-depth road section beginning at the edge of the existing pavement. As stated in the pre-app notes (Exhibit 2) and in discussing with the applicant, the full depth half width improvements are to be from the existing centerline on NE 28th Street to the back of sidewalk for the proposed development.

The required full depth half width road improvement on NE 28th Street is to abut the full depth half width improvements constructed on the north side of NE 28th Street. The half width improvements are to result in a total 74-foot right-of-way width, 46-feet of paved street width, a 6-foot-wide sidewalk, and an 8-foot-wide planter strip. The additional frontage improvement is to provide sufficient design and construction information regarding the transition to the west between unimproved street widths and improved street widths.

Staff recommends a condition of approval that prior to engineering plan approval, the street improvement and grading plans, along NE 28th Street, are to be revised as follows:

- Full depth half width road improvement from the existing centerline on NE 28th Street, abutting the existing half width full depth improvements constructed on the north side of NE 28th Street.
- Sufficient design and construction information for the taper to the west of the frontage improvements to allow for vehicular transitions from unimprovement pavement to improved pavement.

Per CDSM *Table 3 – Access Spacing Standards*, the access spacing on an arterial is a minimum of 660-feet and a maximum of 1,000-feet.

Per the preliminary plat (Exhibit 12) the proposed development will take access onto NE 28th Street via the existing interior public road, NE 82nd Avenue, that was constructed with The Landing at Green Mountain Phase 1. There for the access spacing on an arterial has been met.

Per CMC 17.19.040.B.5 *Dedication of additional right-of-way may be required for a development 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.*

The existing right-of-way (ROW) width along the frontage of the proposed development is approximately 67-feet. Per the preliminary plat (Exhibit 12) an additional 7-feet of right-of-way width is to be dedicated for the 3-lane arterial consisting of a total right-of-way width of 74-feet.

Staff recommends a condition of approval that prior to engineering plan approval, the street improvement plans are to be submitted with the additional 7-feet right-of-way width dedication on NE 28th Street and street sections in accordance with CDSM Street Detail ST5 3 Lane Collector/Arterial. The applicant is required to construct the 37-foot-wide full depth half-width street improvement, including a minimum of 23-feet of paved surface, curb & gutter, 8-foot planter strip, and 6-foot detached sidewalk, from the existing centerline to the back of sidewalk.

[Interior Public Roads]:

Street naming is the responsibility of the Building Official. The street names, as shown on the preliminary plat (Exhibit 12) will be revised per the Building Official. These names are subject to change during the engineering plan review process.

Staff recommends a condition of approval that prior to engineering plan approval, the future public street names are to be revised in accordance to the street names as determined by the Building Official.

Staff recommends a condition of approval that prior to final plat approval, the preliminary plat is to be revised with the final street names as determined by the Building Official.

Per the preliminary plat (Exhibit 12), the interior public roads are proposed to be constructed with two separate right-of-way widths.

Per CDSM Table 2 – General Guidelines for Geometry of a Roadway, there are two road sections for a 2-lane local neighborhood road:

- The local neighborhood road section with a 60-foot-wide right-of-way width, a 36-foot paved surface, 5-foot-wide detached sidewalks and 5 to 6-foot planter strips on both sides, and on-street parking permitted on both sides.
- The local neighborhood road section with a 52-foot-wide right-of-way width, a 28-foot paved surface, 5-foot-wide detached sidewalks and 5 to 7-foot planter strips on both sides, and on-street parking permitted on one side only. The street section requires approval from the city engineer.

<u>Proposed N 82nd Avenue - Extension</u>

The preliminary plat (Exhibit 12) proposes to construct the extension of the existing N 82nd Avenue, from the eastern property line to the western property line of Parcel No. 173169000. This road section is shown to consist of the 60-foot right-of-way width, with the 36-foot paved surface, planter strip and detached sidewalk on both sides of N 82nd Avenue in accordance with CDSM Table 2 – General Guidelines for Geometry of a Roadway, 2-lane local neighborhood road with 60-foot right-of-way width.

Staff recommends a condition of approval that prior to engineering plan approval a complete set of street improvement plans are to be submitted with the future N 82nd Avenue constructed in accordance with CDSM Street Detail ST2 - 2 Lane Local (60' ROW).

Proposed Wright Court, N 80th Avenue and N 81st Avenue

The preliminary plat (Exhibit 12) proposes to construct these two future roads with a 52-foot right-of-way width, a 28-foot paved surface, planter strips and detached sidewalks on both sides of Wright Court, N 80th Avenue, and N 81st Avenue in accordance with CDSM Table 2 – General Guidelines for Geometry of a Roadway, 2-lane local neighborhood road with 52-foot right-of-way width. The city engineer is in support of the proposed 52-foot right-of-way section as shown.

Staff recommends a condition of approval that prior to engineering plan approval a complete set of street improvement plans are to be submitted with the future Wright Court, N 80th Avenue, and N 81st Avenue constructed in accordance with CDSM Street Detail ST2 - 2 Lane Local (52' ROW).

Per CMC 17.19.040.B.12.e *curb return radii shall be no less that thirty-five feet on arterial and collector streets, and no less than twenty-five feet on all other streets.*

Staff recommends a condition of approval that prior to engineering plan approval, the site improvement plans are to be submitted with the minimum 25-foot curb radii on both sides of the road at the intersections of future N 82nd Avenue and Wright Court; Wright Court and N 81st Avenue; and the inside curb radii at the intersection of Wright Court and N 80th Avenue.

Staff recommends a condition of approval that prior to final plat approval, the preliminary plat is to be revised and submitted with the minimum 25-foot curb radii on both sides of the road at the intersections of future N 82nd Avenue and Wright Court; Wright Court and N 81st Avenue; and the inside curb radii at the intersection of Wright Court and N 80th Avenue.

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 Standards Manual. The maximum block length for a local roadway classification is 600-feet. ***The north end of proposed Wright Court exceeds the interior maximum 600-foot block length standard for a local roadway classification, however, the city engineer in support the deviation from the standard.***

Per CMC 17.19.040.B.10.b.ii Cul-de-sacs and permanent dead-end streets over three hundred feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard.

Per the preliminary plat (Exhibit 12) the north end of future Wright Court, from the intersection with N 82nd Avenue, is approximately 600-feet in length, which exceeds the maximum 300-feet for a permanent dead-end cul-de-sac standard. ***The city engineer is in support of the deviation from this standard as an access to NE 28th Street in this location would not have been supported.***

Per CMC 17.19.040.B.10.b.iii When cul-de-sacs or dead-end streets are permitted that are over three-hundred feet, a direct pedestrian and bicycle connection shall be provided to the nearest available street or pedestrian oriented use. Pedestrian connections need to meet Design Standards Manual for ADA accessibility in accordance with PROWAG and ADAAG.

Staff recommends a condition of approval that prior to engineering plan approval, the site improvement plans are to be submitted with the minimum 25-foot curb radii on both sides of the road at the intersections of future N 82nd Avenue and Wright Court; Wright Court and N 81st Avenue; and the inside curb radii at the intersection of Wright Court and N 80th Avenue.

Staff recommends a condition of approval that prior to final plat approval, the preliminary plat is to be revised and submitted with the minimum 25-foot curb radii on both sides of the road at the

intersections of future N 82nd Avenue and Wright Court; Wright Court and N 81st Avenue; and the inside curb radii at the intersection of Wright Court and N 80th Avenue.

[Private Roads – Tract B Parking Stalls]:
Per the preliminary plat (Exhibit 12), there are not any private roads proposed for this development. However, there are private parking stalls shown on Tract B on the east side of future Wright Court.

There are seven (7) parking stalls shown located behind the sidewalk and adjacent to the curb ramps on the southeast corner of the intersection of N 82nd Avenue and Wright Court. There aren't any dimensions provided for depth and width, however, the stall depths, minimum 18-feet, are to be located behind the future right-of-way and the required 6-foot PUE. Additionally, the stalls should not exceed six (6) stalls, located as far to the south as possible, and away from the southeast curb ramp.

Staff recommends a condition of approval that prior to engineering plan approval, the site improvement plans are to be submitted with design information, depth and width, for the private parking stalls shown on Tract B at the southeast corner of the intersection of N 82nd Avenue and Wright Court. The stall depths, minimum 18-feet, are to be located behind the future right-of-way and the required 6-foot PUE. Additionally, the stalls should not exceed six (6) stalls, located as far to the south as possible, and away from the southeast curb ramp.

Staff recommends a condition of approval that prior to final plat approval, the preliminary plat is to include a plat note stating that the private parking stalls on Tract B are to be owned and maintained by the Homeowners Association (HOA)/homeowners.

Proposed Plat Note:

- Tract B contains a private parking area that is to be owned and maintained by the Homeowners Association (HOA)/homeowners.

<u>Utilities, Street Lighting, Street Trees, and Other Improvements</u>:

[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. There aren't any private streets proposed for this development.

Staff recommends a condition of approval that prior to engineering plan approval all streetlight locations are to be shown on the utility plans and landscape plans.

Staff recommends a condition of approval that prior to submitting 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 and Landscaping]:
CMC 17.19.030 (F1) requires one 2-inch diameter street tree in the planter strip for each dwelling unit. The preliminary landscape plan shows each proposed lot is provided with at least one street tree.

Staff recommends a condition of approval that prior to final acceptance all landscaping be installed or bonded for, and all proposed street trees and landscaping are to be per the CDSM Landscape Standards Plant Materials list.

Staff recommends a condition of approval that prior to final engineering approval, the applicant is required to show proposed driveway locations for each lot to ensure that street trees are not impacted.

The street tree plantings and other landscaping as discussed throughout this report, should be included on the landscaping plans with final engineering plan submittal for the site improvements.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit a final landscape plan for review and approval that is consistent with the landscaping standards in CMC Chapter 18.13, in addition to CMC Chapter 17.19.030.F.6, and include plantings from the City's approved plant list.

Landscaping adjacent to or within tracts should be installed 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.

[Storm Facility Landscaping]:
CMC 17.19.030.F.6 requires that storm drainage facilities within 30-feet from any street or accessory structure to be landscaped with a 10-foot L2 buffer. The proposed storm facility located in Tract D should be landscaped with a L2 buffer at its lot lines and the landscaping should be shown on the final landscape plans.

Per the CDSM, the storm facilities are to be fenced with a maximum height 6-foot fence with top rail and a minimum 10-foot-wide double gate for access. The preliminary stormwater plans do not provide fencing or gated access to the future stormwater facility located on Tract A.

Staff recommends a condition of approval that prior to engineering plan approval the applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the north, east, and west property lines of Tract A where the tract abuts the future Lot 25 and the access road to the storm facility. Additionally, the plans are to provide for a minimum 16-foot-wide double gate at the access road to the facility and a minimum 4-foot-wide man gate.

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;

The applicant is conditioned to dedicate the minimum 7-foot right-of-way width on NE 28th Street required for the proposed frontage improvements, the 60-foot right-of-way widths, and the 52-foot right-of-way widths for the internal public roads required to serve the proposed development, as shown on the preliminary plat.

Proposed Tract A is identified as the stormwater facility, that also includes a protected Oregan White Oak on the preliminary plat. A paved access road is located in Tract A that allows access for maintenance and inspections of the stormwater facility located in Tract A. There is to be a public pedestrian access easement over the private driveway located in Tract A that will allow for pedestrian access to the required T-29 pedestrian trail that runs west-to-east through the Open Space located in a south portion of the development.

A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make

provisions in the CC&Rs for ownership and maintenance of the storm drainage facilities located on Tract A; any fencing, walls, landscaping, irrigation systems, the private parking spaces in Tract B, and outside of the City's right-of-way. Further, all necessary easements and dedications should be noted on the final plat.

> **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 platting.

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

CMC 18.09.040 Table 1 Lot Dimensional Standards

The subject property is situated in the R-7.5 - Single-Family Residential zone which permits a minimum lot size of 6,000 square-feet, a maximum lot size of 12,000 square-feet, and an average lot size of 7,500 square-feet. The maximum density for the R-7.5 zone is 5.8 dwelling units per acre.

As per CMC 18.09.060.C, density transfer standards are permitted to be used when a land division proposed to set aside a tract for the protection of critical area, natural open space, natural open space network or network connector, or a recreational area is set aside within a proposed development. As noted in the project Narrative, the applicant is proposing to utilize density transfer standards and is requesting smaller lot sizes and reduced setbacks due to the open space dedication as shown on the preliminary plat. The proposed plat shows Tracts "A" and "B", totaling approximately 0.84 acres in size, are set aside for open space tracts. Tract "A" is located in the southern portion of the project area, is approximately 36,530-square-feet in size and includes stormwater facilities, Oregon white oak dripline, and a T-29 trail connection. Tract "B" is centrally located within the proposed subdivision, near the intersection of Wright Court and N 82nd Avenue, and is shown to include 7 parking spaces.

As noted in section 18.09.060.D, where a recreational tract includes at least 0.5 acres of contiguous area, the city may provide additional or negotiated flexibility to the lot size, lot width, lot depth, building setback, or lot coverage standards under CMC 18.09.040, Table 1 and 2. The applicant is proposing lots that range in size from 5,000 – 41,512 square-feet, with an average lot size of 5,824 square-feet and a proposed density of 3.62 dwelling units per acre. The applicant is requesting additional flexibility per section 18.09.060.D to allow for a minimum lot width of 50-feet where typically the minimum lot width in the R-7.5 zone with a density transfer bonus would be 60-feet.

The applicant proposes the subdivision be reviewed under the density transfer standards due to the fact that the preliminary plan includes critical areas and recreational amenities including a trail and picnic benches. The project Narrative indicates the site's critical area, including wetland buffers and Oregon white oak trees, are proposed to be retained within the open space tract. The applicant is requesting flexibility in the following Code requirements:

- Reduced average lot size of 5,824 square-feet
- Reduced minimum lot size of 5,000 square-feet
- Reduced minimum lot width of 50-feet
- Reduced minimum garage setback of 20-feet
- Reduced minimum rear setback of 15-feet
- Increased lot coverage of 55% for single-story homes and 50% for two-story homes

The applicant's narrative states "the proposed requests are reasonable, and the minimum required to attain the allowed density on the project site while still providing a mix of marketable homes. The reductions stated above are proposed to replace the standards of Camas Municipal Code 18.09.040. In return for flexibility to lot standards the applicant will provide trails and picnic tables within the recreational open space. Pedestrian paths are proposed to be stubbed to the east and west to be

extended with future development. Landscaping will be provided within the park area and will support a range of recreational activities."

Staff appreciates the applicant's project narrative and justifications for allowing development flexibility but has concerns related to the quality of the open space being provided for the proposed subdivision as the amenities discussed in the project narrative are not shown on the preliminary plans. The preliminary plat shows Tract "A" to include the stormwater facilities for the entire tract, which takes up a large portion of the proposed 36,530 square-feet of "open space" area as well as a wetland buffer, a trail connection, and an oak dripline. Typically, stormwater facilities are required to be fenced in with no access to the public for recreational purposes and for this reason, the area cannot be considered as useable open space for recreational activity. Tract "B" proposed at approximately 9,775 square-feet is situated within the Bonneville Power Authority easement area and includes 7 parking spaces with no other recreational amenities shown on the plans at this time, although the project narrative notes there will be picnic benches in this area. Staff is supportive of density transfer flexibility as it provides variety in housing options within the city, however as currently proposed, it is difficult to see if there is a net useable 0.5-acre area of pen space to meet the intent of CMC 18.090.060.D since a majority of the open space area in Tract "A" is encumbered with the stormwater facility. A condition of approval will be included that recommends the applicant provide additional details to show how these areas will be developed in a way that provides additional enhancement and useability for the community once the subdivision is developed.

CMC 18.09.040 Table 2 Setbacks

The applicant's narrative includes the tables below to illustrate the proposed density transfer requests with respect to CMC 18.09.040 – Density and Dimensions as well as Building Setbacks for Single-Family Residential Zones:

Table 1 – Density and Dimensions for Single-family Residential Zones			
	R-7.5	**Density Transfer**	**Proposed**
Maximum density (dwelling units/net acre)	5.8	5.8	3.62
Average lot area (square feet)	7,500	-	5,824**
Minimum lot size (square feet)	6,000	5,250	5,000*
Maximum lot size (square feet)	12,000	9,000	41,512***
Minimum lot width (feet)	70	60	50*
Minimum lot depth (feet)	90	80	100'
Maximum building lot coverage	40%	40%	50%, 55% for single level homes*
Maximum building height (feet)	35	35	35

* Additional flexibility requested per CMC 18.09.060.D
**Excluding 1.9 acre parent parcel
***One time exception for parent parcel

Table 2 – Building Setbacks for Single-family Residential Zones	
Minimum front yard	**20'***
Minimum side yard	5'
Minimum side yard flanking a street and corner lot rear yard	10'
Minimum rear yard	**25'***
Maximum lot frontage on a cul-de-sac or curve	30'

*Additional flexibility requested per CMC 18.09.060.D

The applicant's narrative states the proposed subdivision meets the intent of the zoning code and would result in an overall benefit for the public and future residents of the community and that the proposal achieves the desired density for the area which will help to meet housing goals for the City.

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

CMC 18.13.045 and CMC 18.13.051 Tree Density/Tree Survey:
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 net acreage of the site is 11.67 acres, thus requiring 233 tree units. A tree plan prepared by Arbor Science Tree Care, dated May 2, 2025 (Exhibit 7) was included in the preliminary plans for the proposed project and indicates the current tree unit density is 999 tree units, with the proposed removals calculating out to 326 tree units, leaving a net density of 673 tree units to be preserved within the 11.67-acre site. The preliminary landscape plan shows the site area at 9.59 acres with a total of 192 tree units required with existing tree units at 204 and an additional planting of 77 tree units, bringing the total tree units upon completion at 281, which exceeds the minimum tree density requirements. is in excess of the minimum required tree units. While there are some discrepancies in the information the applicant provided, staff believes that the tree plan included the overall square-footage of the parcels within the subdivision where the preliminary landscape plan only includes the actual area to be developed. The tree density is met by retaining some of the existing trees, providing the required street trees, and in plantings within the proposed tract areas. Staff finds the proposed landscape plan meets the minimum tree density.

As per CMC 18.13, the applicant is required to submit a final landscape, tree, and vegetation plan 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.

CMC Section 18.17.060 Retaining Walls:
The proposed site plan shows a retaining wall located in the northeast corner of the site, along NE 28th Avenue but no detail has been provided as to height or length. CMC 18.17.060 allows for retaining walls up to 6 feet unless approved by the Director. The proposed retaining wall will be required to meet the standards as noted.

CMC Chapter 18.34 Airport Overlay Zoning:
The subject property is located within the Airport Overlay Zone C. Staff recommends a condition of approval that an avigation easement is required to be recorded on the title that provides notice that the property is located within an air traffic area per CMC 18.34.020.B and included as a note on the final plat. Prior to building permit submittal, the applicant should consider construction techniques that would decrease the noise associated with the airport per CMC 18.34.080.A and conditioned as such.

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

[Traffic 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). The proposed development will generate approximately 302 ADTs, 292 of which are the number of net new ADTs, which triggered the requirement for a TIA.

A transportation impact analysis (TIA) (Exhibit 3) dated April 23, 2025, was prepared by Lancaster Mobley for the 9.6 acre site for the proposed development of up to 32 single-family-homes. The report used the trip generation rates from the *ITE Trip Generation Manual* (11th Edition, 2021), ITE code #210 Single-Family Detached Housing, to determine the number of trips generated per weekday. There is an existing single-family residence, therefore the trip generation calculations show that the proposed project is estimated to have a new net increase in trip generation of 21 AM Peak Hour trips (6 In / 15 Out), 29 PM Peak Hour trips (18 In / 11 Out), and a total of 292 average daily trips (ADTs).

Sight Distance Analysis
The proposed development improvements will not take direct access onto NE 28th Street. Access to NE 28th Street will be the previously approved and constructed Landing at Green Mountain 1. Therefore, a site distance analysis for the proposed Landing at Green Mountain 2 was not required. ***Staff Concurs.***

Traffic Signel Warrants
Preliminary traffic signal warrants discussed in the TIA (Exhibit 3, page 18) were examined for the unsignalized study intersections to determine whether the installation of a new traffic signal will be warranted at the intersections by the 2027 site buildout year. Based on the preliminary analysis following a review of *Warrant 1 in the Manual on Uniform Traffic Control Devices, or MUTCD*, traffic signal warrants are not projected to be met at any of the unsignalized study intersections by the 2027 site buildout year. The study determined that '*… no new traffic signals are necessary or recommended as part of the proposed development application*.' ***Staff concurs.***

All-Way Stop-Control Warrants
Stop-Control warrants are adequately discussed in the TIA (Exhibit 3, pages 23 & 24). The applicable study intersections were evaluated and reviewed per the *Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD), Section 2B.12 All-Way Stop Control.*

The review of all-way stop-control warrants determined that '*… the installation of all-way stop-controls at any of the applicable study intersections by the 2027 site buildout year is not necessary or recommended. Therefore, no all-way stop-control mitigation at the study intersections is recommended as part of the proposed development.*' ***Staff concurs.***

Intersection Queuing Analysis
The TIA (Exhibit 3, pages 23-25), thoroughly discuss the results of the queuing analysis that was conducted in accordance with the City of Camas Engineering Design Standards, at the previously determined study intersections to determine whether sufficient storage is available at applicable turning movements to accommodate projected queues.

The queue lengths were projected based on the results of a Synchro/SimTraffic simulation, with the reported values representing the 95th percentile queue length. The 95th percentile queue is a statistical measurement which indicates there is a 5 percent chance that the queue may exceed this length during the analysis period; however, given this is a probability, the 95th percentile queue length may theoretically never be met or observed in the field.

The analysis determined that '*…based on the queuing analysis, the northeast bound left-turn lane at the intersection of NE Ingle Road at NE Goodwin Road is projected to experience 95th percentile queues which exceed the available striped lane storage. This extended queuing is projected to occur under the year 2027 analysis scenarios during the PM peak hour, with or without buildout of the proposed development. The maximum 95th percentile is projected to be approximately 175 feet, where the available striped storage area is approximately 115 feet. Although the 95th percentile queue may exceed the available striped storage area by approximately 60 feet (i.e., the length of 2 to 3 passenger cars), this excess queue*

can be accommodated by the northeast bound through lane, which experiences a 95th percentile queue of up to 150 feet for a total of 210 feet of queuing along the through lane. This 210-foot queue will not extend back to any other public intersection or driveway along NE Goodwin Road, whereby limited to no impacts to other intersections, as well as the study intersection itself, are expected to occur. Therefore, no queuing-related mitigation at the intersection is recommended as part of the proposed development.' ***Staff Concurs.***

The conclusions noted in the Transportation Impact Analysis (Exhibit 3, page 25) are as follows:

CONCLUSIONS

- *The proposed development is projected to impact on nine of the transportation facilities where proportionate share fees are being collected by the City of Vancouver. The proposed development application will need to contribute a proportionate share fee of $28,949.00 toward these transportation improvement projects.* ***Staff concurs. A condition of approval is warranted.***
- *No significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. Accordingly, no crash-related mitigation is necessary or recommended as part of the proposed development application.* ***Staff Concurs.***
- *Traffic signal and all-way stop-control warrants are not projected to be met at any of the applicable study intersections under any analysis scenario through the 2027 site buildout year. Accordingly, no revisions to traffic controls are necessary or recommended as part of the proposed Landing at Green Mountain Phase 2 project.* ***Staff Concurs.***
- The proposed development will reconstruct its associated street frontage with NE 28th Street to include pedestrian and bicycle facilities in accordance with City of Camas Street standards. Additionally, appropriate pedestrian and bicycle facilities will be constructed within site internal streets to accommodate student pickup/drop-off via school bus. Therefore, adequate pedestrian and bicycle facilities will be available to accommodate students who may reside within the proposed Landing at Green Mountain Phase 2 subdivision, and no further mitigation to pedestrian and bicycle facilities are necessary and recommended. ***Staff Concurs.***
- All study intersections are currently operating acceptably per applicable agency standards and are projected to continue operating acceptably through the 2027 buildout year of the site. Accordingly, no operational mitigation is necessary or recommended at the study intersections as part of the proposed development application. ***Staff Concurs.***
- The proposed development will reconstruct its associated street frontage with NE 28th Street to include pedestrian and bicycle facilities in accordance with City of Camas Street standards. Additionally, appropriate pedestrian and bicycle facilities will be constructed within site internal streets to accommodate student pickup/drop-off via school bus. Therefore, adequate pedestrian and bicycle facilities will be available to accommodate students who may reside within the proposed Landing at Green Mountain Phase 2 subdivision, and no further mitigation to pedestrian and bicycle facilities are necessary and recommended. ***Staff Concurs.***
- All study intersections are currently operating acceptably per applicable agency standards and are projected to continue operating acceptably through the 2027 buildout year of the site. Accordingly, no operational mitigation is necessary or recommended at the study intersections as part of the proposed development application. ***Staff Concurs.***

- The northeast bound left-turn lane at the intersection of NE Ingle Road at NE Goodwin Road is projected to experience 95th percentile queues which exceed the available striped lane storage. However, this excess queue can be accommodated by the northeast bound through lane without extending back to any other public intersection or driveway along NE Goodwin Road. Limited to no impacts to other intersections, as well as the study intersection itself, are expected to occur due to this queuing. Therefore, no queuing-related mitigation at the intersection is recommended as part of the proposed development. ***Staff Concurs.***

[City of Vancouver Proportionate Share Projects]

The applicant's TIA was to evaluate the number of PM Peak Hour trips through City of Vancouver identified proportionate share intersections in order to help fund intersection improvement projects. Based on Table 4, page 10 of the TIA, dated April 23, 2025, the proportionate share fees to the City of Vancouver will be as follows:

Proportionate Share Project Name	**Fee Rate**	**Number of Trips**	**Proportionate Share Cost**
NE Fourth Plain Blvd. at NE 152nd Ave. (Signal)	$333.00 per PM peak hour trip	3	$999.00
SE 192nd Ave & NE 13th Street	$400 per PM peak hour trip	13	$5,200.00
SE 192nd Ave & SE 34th St	$150 per PM peak hour trip	3	$450.00
SE 192nd Ave & WB SR-14 ramps	$2,000 per PM peak hour trip	2	$4,000.00
NE 172nd Avenue at NE 18th Street	$300 per PM peak hour trip	3	$900.00
NE 179th Place at NE 18th Street	$9,00 per PM peak hour trip	3	$2,700.00
NE 187th Avenue at NE 18th Street	$1,200 per PM peak hour trip	4	$4,800.00
NE 192nd Avenue at NE 9th Street	$1,100 per PM peak hour trip	8	$8,800.00

NE 187th Avenue at SE 1st Street	$1,100 per PM peak hour trip	1	$1,100.00
Total Proportionate Share Cost (COV proportionate share intersections with zero (0) PM peak hour trips are included in the TIA, Table 4, page 10)			**$28,949.00**

Staff recommends a condition of approval that prior to final acceptance the applicant is required to pay the proportionate share amount of $28,949.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

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 stormwater facilities for compliance with this chapter. A note is to be added to the final plat granting the city right-of-entry for inspection purposes of the stormwater facilities on Tract A. 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 B 'Parking Stalls are 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, as conditioned, this development 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.

PUBLIC COMMENTS

As of the writing of this staff report, staff received written public comments from the Department of Ecology (Exhibit 28) regarding solid waste management and water quality, Washington Department of Fish and Wildlife (WDFW) regarding existing Oregon white oak trees located onsite (Exhibit 30), and the Cowlitz Indian Tribe (Exhibit 29) regarding the site being located within the Tribe's area of concern. These comments are addressed throughout the staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that The Landing at Green Mountain 2 Subdivision (SUB25-1006) 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 "The Landing at Green Mountain 2" Subdivision (SUB25-1006) 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), which includes the North Shore Design Standards, 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 *www.cityofcamas.us/Permits/Civil Construction Application*.
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.

9. 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. The applicant shall comply with the recommendations of the geotechnical report (Exhibit 4) prepared by True North Geotechnical, dated June 2025 to minimize any potential hazards associated with construction.
12. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the city.
    a. All designs will be in accordance with applicable City codes.
    b. The maintenance of the entrance structure will be the responsibility of the homeowners.
13. Final plat submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050, and the Camas Design Standards Manual.
14. A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&Rs for ownership and maintenance of the private storm drainage systems, open spaces, retaining walls, fencing, walls, landscaping, irrigation, private roads, and tracts or easements outside of the City's right-of-way if applicable. Further, all necessary easements and dedications should be noted on the final plat.
15. Provisions for parking enforcement on private Tracts/access driveways, acceptable to the Fire Marshal, shall be included in the CC&Rs at the time of final platting.
16. 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.
17. 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.
18. 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.
19. 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 and approved by the city.
20. 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.

21. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
22. The applicant will be responsible for maintenance of all private improvements, including but not limited to stormwater facilities Tracts and easements, Open Space Tracts, parking areas, landscaping and irrigation, and any retaining walls.
23. Per CMC 17.21.060.H Permits for one sales office and/or one model home per plat or phase may be issued after the final plat is recorded, and prior to final acceptance. Building permit applications for any other residential buildings will not be accepted until after final acceptance.
24. At the time of building permit approval, the applicant shall pay the appropriate impact fees in accordance with the provisions of CMC 3.88.
25. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three years after issuance of Certificate of Occupancy. If plantings fail to survive, the property owner shall promptly replace them.
26. Unless construction of this site commences within five (5) years of issuance of this decision, this permit will expire.

Special Conditions of Approval:

Planning:

27. The recommendations provided by the Department of Ecology shall be complied with.
28. The recommendations in the geotechnical report shall be followed.
29. 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.
30. The applicant shall be required to submit an Inadvertent Discovery Plan as recommended by the Cowlitz Indian Tribe.
31. The Mitigation Plan contained in the Critical Areas Report & Oregon White Oak Mitigation Plan prepared by Ash Eco Solutions, LLC shall be followed.
32. The installation of temporary construction fencing prior to construction that clearly marks in the field critical area buffers (i.e., Oregon White Oak) and fencing should remain throughout permitted construction activities.
33. The trees identified for preservation shall comply with the tree protection recommendations contained in the Critical Areas report. Any required revisions to the site plan, such as building setbacks and/or site improvements, will require an updated Tree Survey for review and approval prior to Engineering Plan approval and will be conditioned as such.
34. Exterior retaining walls facing the public right-of-way shall 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.
35. The applicant should consider construction techniques that would decrease the noise associated with the airport per CMC 18.34.080.A

<u>Prior to Engineering Plan Approval:</u>

Planning:

36. A detailed construction drawing per CMC 16.53.050.E.3 is to be submitted to the City for review and approval Retaining walls shall comply with CMC 18.17.060.D.

37. 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. The final landscape plan shall include additional details for open space enhancements that provide benefit to the community. Plants utilized will need to be per the approved City's Plant 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.

Engineering*:*

[Water]

38. The applicant shall work with engineering and the Fire Marshal's Office to determine if an additional fire hydrant is required on future N 80th Avenue or future N 81st Avenue.

39. The applicant shall submit revised water utility plans showing the locations of all proposed irrigation services and the size of each irrigation meter.

[Storm Drainage]

40. The applicant shall submit a complete set of stormwater plans, including the design for the collection and conveyance system in accordance with the Camas Design Standards Manual (CDSM); and a complete set of the design plans for the stormwater detention and treatment system, per MR #1 of the TIR.

41. The stormwater plans are to be revised with any and all proposed treatment structures, including treatment manholes; and detention structures located outside of the public right-of-way.

42. The applicant shall submit document of the maintenance requirements for the stormwater treatment structures, as the stormwater facilities located in Tract A are to be owned and maintained by the Homeowners Association (HOA)/homeowners.

43. The applicant shall submit a revised stormwater plan for Lots 1-34. Said plan should ensure that adjacent parcels and downstream drainageways and/or adjacent properties are not negatively affected by roof drain downspouts and surface water runoff, per Camas Municipal Code (CMC) 14.02 and 17.19.040.C.

[Erosion Control]

44. The applicant shall be required to submit a complete set of Erosion Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.

[Sanitary Sewer Disposal]

45. The sanitary sewer utility plans are to be revised to show the 2-inch sanitary sewer force mains in NE 80th Avenue, NE 81st Avenue, and NE 82nd Avenue extended to the westernmost property line of the proposed development.

46. The applicant shall be required to submit the following:
    a. Calculations verifying that the sanitary sewer force main is adequately sized for solids and effluent to be pumped up to the existing 8-inch gravity sewer main and the new sanitary sewer manhole in NE 28th Street.

b. An odor control system is to be installed at the sanitary sewer manhole that allows for the transition from conventional gravity to sanitary force main.
c. All sanitary sewer laterals are to be laid perpendicularly from the mains to the lots.
d. Calculations verifying that the pressure sewer laterals, from the grinder pumps to the force main, are adequately sized for solids and effluent.
e. Grinder pumps and laterals are to be per the Camas Design Standards Manual (CDSM).

47. Prior to issuance of a demolition permit the Building Department requests documentation verifying the applicant has complied with State and County Health Department requirements for disposal of potentially dangerous or hazardous materials.

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

48. Any existing wells and/or septic systems, which includes septic tanks and drain fields, are to be decommissioned and documentation should be provided to the city that said wells and/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:
[Public Roads]

Existing NE 28th Street

49. The street improvement and grading plans, along NE 28th Street, are to be revised as follows:
    a. Full depth half width road improvement from the existing centerline on NE 28th Street, abutting the existing half width full depth improvements constructed on the north side of NE 28th Street.
    b. Sufficient design and construction information for the taper to the west of the frontage improvements to allow for vehicular transitions from unimprovement pavement to improved pavement.

50. The street improvement plans are to be submitted with the additional 7-feet right-of-way width dedication on NE 28th Street and street sections in accordance with CDSM Street Detail ST5 3 Lane Collector/Arterial. The applicant is required to construct the 37-foot-wide full depth half-width street improvement, including a minimum of 23-feet of paved surface, curb & gutter, 8-foot planter strip, and 6-foot detached sidewalk, from the existing centerline to the back of sidewalk.

[Interior Public Roads]:

51. The future public street names are to be revised in accordance to the street names as determined by the Building Official.

52. A complete set of street improvement plans are to be submitted with the future Wright Court, N 80th Avenue, and N 81st Avenue constructed in accordance with CDSM Street Detail ST2 - 2 Lane Local (52' ROW).

53. The site improvement plans are to be submitted with the minimum 25-foot curb radii on both sides of the road at the intersections of future N 82nd Avenue and Wright Court; Wright Court and N 81st Avenue; and the inside curb radii at the intersection of Wright Court and N 80th Avenue.

Proposed N 82nd Avenue - Extension

54. A complete set of street improvement plans are to be submitted with the future N 82nd Avenue constructed in accordance with CDSM Street Detail ST2 - 2 Lane Local (60' ROW).

Proposed Wright Court, N 80th Avenue and N 81st Avenue

55. A complete set of street improvement plans are to be submitted with the future Wright Court, N 80th Avenue, and N 81st Avenue constructed in accordance with CDSM Street Detail ST2 - 2 Lane Local (52' ROW)

56. The site improvement plans are to be submitted with the minimum 25-foot curb radii on both sides of the road at the intersections of future N 82nd Avenue and Wright Court; Wright Court and N 81st Avenue; and the inside curb radii at the intersection of Wright Court and N 80th Avenue.

[Private Roads – Tract B Parking Stalls]

57. The site improvement plans are to be submitted with design information, depth and width, for the private parking stalls shown on Tract B at the southeast corner of the intersection of N 82nd Avenue and Wright Court. The stall depths, minimum 18-feet, are to be located behind the future right-of-way and the required 6-foot PUE. Additionally, the stalls should not exceed six (6) stalls, located as far to the south as possible, and away from the southeast curb ramp.

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

[Street lighting]

58. All streetlight locations are to be shown on the utility plans and landscape plans.

59. Prior to submitting 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 and Landscaping]:

60. The applicant is required to show proposed driveway locations for each lot to ensure that street trees are not impacted.

[Storm Facility Landscaping]:

61. The applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the north, east, and west property lines of Tract A where the tract abuts the future Lot 25 and the access road to the storm facility. Additionally, the plans are to provide for a minimum 16-foot-wide double gate at the access road to the facility and a minimum 4-foot-wide man gate.

[Street lighting]

62. All street light locations are to be shown on the engineering and landscape plans. Any streetlights provided for private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.

63. Prior to 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 and Landscaping]:

64. The applicant is to show proposed driveway locations for each lot to ensure that street trees are not impacted.

[Storm Facility Landscaping]:

65. The applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the north property lines of Tract D

where the tract abuts the future Lot 20. Additionally, the plans are to provide for a minimum 16-foot-wide double gate at the access road to the facility and a minimum 4-foot-wide man gate.

[Traffic Impact Analysis]

66. The corner sight-distance triangles / site vision clearance triangles, at the intersection of the future access road and NE 28th Street, are to be shown on the final engineering plans and landscaping plans.

Prior to Any Land-Disturbing Activities:

67. A copy of Ecology's NPDES GCSWP permit, a copy of the SWPPP, and the financial security for erosion and sediment control are to be submitted to the city.

68. prior to any land-disturbing activities, which includes tree cutting, clearing and grading, and an approved set of final engineering plans is required that includes the erosion prevention and sediment control measures is required.

Prior to Final Plat Approval:

Planning:

69. The applicant shall post a mitigation bond in an amount deemed acceptable by the city to ensure the oak mitigation is fully functional per CMC 16.51.250.

70. An avigation easement is required to be recorded on the title that provides notice that the property is located within an air traffic area per CMC 18.34.020.B and included as a note on the final plat.

Engineering:

71. Prior to final plat approval, a plat note addressing the proportionate share amount per Lot, payable to the city for the North Shore Sewer Transmission System (aka NUGA-STS) is warranted.

72. The applicant is required to provide an easement encompassing the T-29 public access trail and the future sanitary sewer pressure main.

[Water]

73. A minimum 30-foot-wide utility easement over and under said utility easement is to be shown on the final plat and conveyed to the city for inspections, maintenance, and repairs of said utilities located within the easement.

74. A note is to be added to the final plat stating that irrigation meters required for open space areas are to be privately owned and maintained by the Owners and/or Homeowners Association (HOA).

[Storm Drainage]

75. The following proposed notes are to be added to the final plat.

    a. Stormwater facilities located on Tract A are to be owned and maintained by the homeowner's association (HOA)/homeowners at the completion of the 2-year warranty period, which expires 2-years after issuance of final acceptance.
    b. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located on Tract A.

[Sanitary Sewer Disposal]

76. Prior to final plat approval, the following note are to be added to the final plat stating that the grinder pumps for Lots 1 through 34 are to be owned and maintained by the property owners.

77. A minimum 30-foot-wide utility easement over and under said utility easement is to be shown on the final plat and conveyed to the city for inspections, maintenance, and repairs of said utilities located within the easement.

[Roads]

78. Prior to final plat approval, the preliminary plat is to be revised with the final street names as determined by the Building Official.

79. The preliminary plat is to be revised and submitted with the minimum 25-foot curb radii on both sides of the road at the intersections of future N 82nd Avenue and Wright Court; Wright Court and N 81st Avenue; and the inside curb radii at the intersection of Wright Court and N 80th Avenue.

80. The preliminary plat is to be revised and submitted with the minimum 25-foot curb radii on both sides of the road at the intersections of future N 82nd Avenue and Wright Court; Wright Court and N 81st Avenue; and the inside curb radii at the intersection of Wright Court and N 80th Avenue.

81. The preliminary plat is to include a plat note stating that the private parking stalls on Tract B are to be owned and maintained by the Homeowners Association (HOA)/homeowners.

Prior to Final Acceptance:

Engineering:

[Traffic Impact Analysis]

82. The applicant is required to pay the proportionate share amount of $28,949.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

Planning:

83. A conservation covenant should be recorded with the County to ensure the long-term preservation of the critical areas and any associated buffers, including maintenance of any mitigation actions, per CMC 16.51.240 and conditioned as such. Further, a copy of the recorded conservation covenant document must be submitted to the city prior to final acceptance

84. All landscaping to be installed or bonded for and all proposed street trees and landscaping are to be per the CDSM Landscape Standards Plant Materials list.

85. An avigation easement is to be recorded on the title that provides notice that the property is located within an air traffic area and a copy submitted to city staff for confirmation.

Prior to Final Occupancy:

Planning:

86. Street trees adjacent to lots should be installed prior to final occupancy per CMC 17.19.030.F.4.

Proposed Plat Notes

1. A homeowner's association (HOA) will be required for this development. Copies of the C.C. & Rs shall be submitted and on file with the City of Camas.

2. Building permits will not be issued by the Building Department until all subdivision improvements are completed and Final Acceptance has been issued by the City.
3. Maximum building lot coverage will be 55% for single-story homes and 50% for two-story homes.
4. The lots in this subdivision are subject to traffic impact fees, school impact fees, fire impact fees and park/open space impact fees. Each new dwelling will be subject to the payment of appropriate impact fees at the time of building permit issuance.
5. Tree topping is not permitted within this development, nor removal of more than 20 percent of a tree's canopy. Trees that are determined to be hazardous by a licensed arborist may be removed after approval by the City. Required street trees shall be promptly replaced with an approved species.
6. In the event any item of archaeological interest is uncovered during a permitted ground 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).
7. At the time of building permit issuance, each Lot is subject to a $1,235.77 fee per Lot, as the proportionate share contribution for the North Shore Sewer Transmission System, previously known and approved as the 'North Urban Growth Area – Sewer Transmission System' or NUGA-STS. If the NUGA SDC fees are updated to include the proportionate share fee amount of $1,235.77 per Lot, the proportionate share fee will no longer be required.
8. Irrigation meters required for open space areas are to be privately owned and maintained by the Owners and/or Homeowners Association (HOA).
9. Stormwater facilities located on Tract A are to be owned and maintained by the homeowner's association (HOA)/homeowners at the completion of the 2-year warranty period, which expires 2-years after issuance of final acceptance.
10. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located on Tract A.
11. The grinder pumps for Lots 1 through 34 are to be owned and maintained by the property owners.
12. Tract B contains a private parking area that is to be owned and maintained by the Homeowners Association (HOA)/homeowners.