



STAFF REPORT

Oliver Terrace subdivision

File No. SUB25-1010

Type III

Staff Report date: June 4, 2026

TO	Hearings Examiner	HEARING DATE	June 9, 2026
PROPOSAL	To subdivide 18.46-acres into 12 detached single-family residential lots.		
LOCATION	The project site is located at 1004 SE Everett Street west of SE Everett Street in the NW and NW ¼ of Section 35, Township 2 North, Range 3 East of the Willamette Meridian, Clark County; and described as parcel number 178221000.		
APPLICANT	SGA Engineering 2005 Broadway Street Vancouver, WA 98683	OWNER	HSR Capital 19120 SE 34 th Street, Suite 103 Vancouver, WA 98683
APPLICATION SUBMITTED	September 16, 2025; Resubmitted January 15 and February 6, 2026	APPLICATION COMPLETE	February 20, 2026
SEPA	The City issued a SEPA Determination of Non-Significance (DNS) May 7, 2026, with a comment period that ended on May 21, 2026. The SEPA DNS was mailed to property owners on May 6, 2026, and published in the Post Record on May 7, 2026. Legal publication #1100160.		
PUBLIC NOTICES	Notice of Application was mailed to property owners within 300 feet of the site on March 4, 2026, and published in the Post Record on March 5, 2026. Legal publication #1084460. Notice of Public Hearing was mailed to property owners within 300 feet of the site on May 6, 2026, and published in the Post Record May 7, 2026. Legal publication #110170.		

APPLICABLE LAW: The application was submitted on September 16, 2025 and the applicable codes are those codes that were in effect at the date of the application and therefore is vested to the July 3, 2025 version of the Camas Municipal Code (CMC) including Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, specifically (but not limited to): Chapter 17.11 - Subdivision, Chapter 17.19 - Design and Improvement Standards, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, Chapter 18.19 - Design Review, and Chapter 18.55 - Administrative Procedure. The application is also subject to the North Shore Subarea Design Manual dated July 2023. [Note: Citations from Camas Municipal Code (CMC) are indicated in **bold** type.]

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PROJECT SUMMARY

Application has been made to the City of Camas for preliminary plat approval for a single-family residential subdivision located at 1004 SE Everett Street in the North Shore Lower Density Residential (LD-NS) with an Airport Overlay zone. The subject property is proposed to be developed into 2 phases. Phase 1, located on the western portion of the subject property, includes the Oliver Terrace Subdivision in the LD-NS zone. Phase 2, located in the eastern portion of the subject property includes the North Shore Mixed Use (MX-NS) zone, which is not proposed for development at this time. With the anticipated 2045 Comprehensive Plan update, the existing LD-NS and MX-NS zoning boundary is proposed to be adjusted approximately 200-feet to the west to accommodate for future development, such as the construction of the North Shore Boulevard.

The proposed preliminary plat proposal would segregate 18.46-acres into 12 lots. Lots 1-11 range in size from 8,423 square feet to 8,989 square feet, with an average lot size of 8,788 square feet. Proposed lot 12 contains an existing single-family residence with a lot area of 23,992 square feet. An existing barn will be set aside as a barn tract for Lot 12 and the three (3) existing sheds are proposed for removal. The proposal also includes landscaping, private access roads, a stormwater facility and open space/critical areas.

The subject property is bordered to the west by the Lacamas Hills Phase 2 and 3 subdivisions, to the south by the Hadley’s Glen subdivision, and to the north by forested property also zoned LD-NS. To the east, across SE Everett Street, are properties that contain single-family residences also zoned MX-NS. SE Everett Street (SR500) borders the subject property to the east and site access to Lots 1-11 will be provided from N 49th Avenue to the west. Access to lot 12 is provided via the existing private driveway off of SE Everett Road.

The project site’s topography consists of a relatively level plateau at the western portion of the subject property that transitions to a steep slope at the northeast and southeast sides of the plateau with an elevation change of approximately 25-30 feet. Existing vegetation consists of grass and trees across the plateau with a heavily forested area across the slope face and surrounding area. Critical areas, including wetlands, steep slopes, Oregon white oaks and a stream are primarily found east of the project development site.

The development is subject to review and approval of the following: Subdivision review, Critical Areas review, SEPA review, Archaeological review and Design Review. The staff report includes criteria for review for all these permit types except for Design Review, which will be reviewed at a later date.

The proposed preliminary plat does or can comply with the applicable standards of the Camas Municipal Code (CMC) including the North Shore Subarea Design Review Manual and the Revised Code of Washington (RCW), as discussed throughout this report, provided the applicant complies with the conditions of approval.

DISCUSSION AND FINDINGS

Title 16 Environment

STATE ENVIRONMENTAL POLICY ACT

CMC CHAPTER 16.07

A SEPA checklist was submitted, and a Determination of Non-Significance (DNS) was issued May 7, 2026, as the project site contains or is adjacent to environmentally sensitive areas per CMC 16.07.025. The comment period ended May 21, 2026. The City received SEPA comments from the following public agencies:

- Department of Natural Resources (DNR)- commented that a Forest Practices Application is required if merchantable timber is removed/harvested. (See Exhibit 29).

The applicant's response to DNR's comments above is included in Exhibit 31. In summary, the applicant does not intend to harvest merchantable timber. Staff recommends a condition of approval that if any merchantable timber is removed, the applicant is to work with DNR to submit and obtain a Forest Practice application.

- Washington Department of Fish and Wildlife (WDFW)- WDFW's primary concern is regarding impacts to the riparian area and recommends the stream buffer width be expanded to 215-feet to account for the Site-Potential Tree Height at 200-Years but recommends a minimum 100-foot buffer to accomplish pollutant removal from runoff. WDFW also recommends preserving the identified Oregon White Oak trees and the two priority snags within the riparian area. (See Exhibit 30).

The applicant's response to WDFW's comments above is included in Exhibit 32. In summary, the applicant voluntarily elects to increase the minimum buffer width to 100 feet and does not intend to remove or impact the identified Oregon White Oak trees and priority snags as recommended by WDFW.

Staff finds the applicant meets the required minimum stream buffer widths of the current City adopted Critical Areas ordinance as well as preserving the identified oak trees and priority snags as discussed below in the Critical Areas section of this staff report.

FINDING: Staff recommends a condition of approval that if any merchantable timber is removed, the applicant is to work with DNR to submit and obtain a Forest Practice application.

ARCHAEOLOGICAL RESOURCE PRESERVATION

CMC CHAPTER 16.31

An Archaeological Predetermination survey report dated August 22, 2025, was prepared by Applied Archaeological Research, Inc. and concluded that no further work was necessary. The report and findings are not subject to the open public records act and as such, the City cannot disclose the results.

FINDING: Staff recommends a condition of approval is warranted that if potential artifacts are discovered during construction, work must immediately cease and the State Department of Archaeological and Historic Preservation, the tribes and the City shall be notified.

CRITICAL AREAS

CMC CHAPTER 16.51

CMC Chapter 16.53 - Wetlands

Wetland and buffers

Clark County GIS mapping identified the subject property with wetlands, including wetlands within 300-feet of the project area. As such, a *Critical Areas Report* dated June 16, 2025 (Exhibit 17), and a *Mitigation*

Plan dated August 26, 2025 (Exhibit 18), prepared by Ecological Land Services, identified one Category I forested, scrub-shrub, emergent, depressional wetland described as Wetland A. Wetland A (2.35-acres) is located at the southeast portion of the site to be adjacent to a high land use intensity (i.e. residential use), where a 260-foot buffer is required per CMC Table 16.53.040-2. Wetland A's buffer is functionally isolated due to the topographical steep vertical separation on its west side and the driveway that serves the existing house on its east side, which limits connectivity between the buffer and surrounding areas per CMC 16.53.040.B.4.b.i. Therefore, staff finds the required buffer widths immediately behind proposed Lots 4-7 and the existing driveway are limited.

Two off-site Category III wetlands were also identified and described as Offsite Wetland 1 (part of a larger wetland complex north of the property outside of the project site area, size unknown) and Offsite Wetland 2 (0.44-acres) located north of the project site area. Offsite Wetlands 1 and 2 adjacent to the high land use intensity (i.e. residential use) both require a 150-foot buffer per CMC Table 16.53.040-3. No buffer reductions or impacts are proposed to Offsite Wetland 1 as it is located outside the project site boundary area.

[Buffer reductions and mitigation]

The applicant is proposing to reduce the required buffer width of Wetland A from 260-ft. to 195-ft. and Offsite Wetland 2 from 150-ft. to 110-ft as allowed per CMC 16.53.050.C.1.a where high intensity land uses can be reduced to those for moderate intensity land uses if a) an undisturbed vegetated corridor at least 100-feet wide is provided between the wetland and other priority habitats and 2) measures to minimize impacts of the land use adjacent to the wetlands are applied. At page 11 of the *Mitigation Plan*, the proposed measures to minimize impacts adjacent to the wetlands include a minimum 100-foot wide vegetated corridor to be established and protected between Wetland A and Offsite Wetland 2 for a total of 0.81-acres. In addition, stormwater from the residential lots will be directed to a stormwater facility to be treated and either infiltrate or outflow to the offsite wetland buffer for hydrology, lighting is to be shielded and directed away from wetlands, and backs of homes will be adjacent to buffers to minimize noise in compliance with CMC 16.53.050.C.1.a.i and ii.

The applicant proposes to further reduce the Offsite Wetland 2 buffer from 110 to 83 feet, where an additional 25% reduction may be permitted pursuant to CMC 16.53.050.C.1.b if the buffer is restored and enhanced from a pre-project condition. At page 14 of the *Mitigation Plan*, the applicant proposes to enhance 0.24-acres of the Offsite Wetland 2 buffer from a pre-project condition via removal of invasive blackberries and installation of native vegetation within a 146-wide 0.81-acre vegetated corridor.

[Buffer Impacts and mitigation]

The proposed site layout utilizes buffer modification through reduction to avoid permanent impacts to wetlands and by locating the site improvements as far west as possible. However, approximately 0.03-acres of temporary buffer impacts are proposed to Wetland A due to the installation of a sewer main line within an existing sparsely vegetated farm road. Per CMC 16.53.050.C.4, crossing buffers within new utilities is allowed if buffer functions are replaced and impacts to the buffer are minimized. The temporarily disturbed area will be revegetated with 0.03-acres of native seed mix.

A 15-foot wide pedestrian access easement is required to connect from the subdivision to the proposed North Shore Boulevard right of way as discussed in further detail under the Parks and Open Space Plan section of this staff report. The required trail would likely cross wetland buffers. A 4-foot or narrower path using natural, wood-based, or vegetated pervious surfacing in wetlands and wetland buffers is exempt from the provisions of the Critical Areas Ordinance per CMC 16.53.010.C.1.I. If the trail is proposed to be constructed beyond those parameters, mitigation will be required.

FINDING: Staff recommends a condition of approval that prior to engineering plan approval a revised mitigation plan should be submitted to the City for review and approval for trails constructed within wetland or wetland buffers.

CMC Chapter 16.59 – Geologically Hazardous Areas

Clark County GIS mapping identified the subject property to contain geologically hazardous areas (i.e. steep slopes and severe erosion hazard areas). Therefore, the applicant submitted a *Geotechnical Engineering Study* dated July 2025 prepared by Soil and Water Technologies, Inc (SWT) (Exhibit 19). The report indicated the proposed building area is predominately flat, transitioning to a steep downward slope along the outside northeast edge and then to a predominately moderate slope across the south/southeast edge. Total elevation change is approximately 25-30 feet. Per pages 5 and 6 of the report, steep slopes, landslide and erosion hazards should not be considered due to the weathered bedrock, heavily forested slope face, and heavily vegetated plateau. SWT recommended a 10-foot horizontal foundation set-back from top-of-slope as shown on the preliminary plan set. All lots are shown outside of this recommended 10-foot setback from the top-of-slope. At page 7 of the report, SWT found that “the proposed residential buildings can be constructed as planned, provided the geotechnical recommendations contained in this report are incorporated into the final design.”

FINDING: Staff recommends a condition of approval that the geotechnical report recommendations in the Soil and Water Technologies, Inc (SWT) 2025 report be complied with to minimize any potential hazards associated with construction and if the site design is revised an updated geotechnical report should be submitted for city review and approval prior to final engineering plan approval.

CMC Chapter 16.61 - Fish and Wildlife Habitat Conservation Areas
Stream

The *Critical Areas Report* dated June 16, 2025 (Exhibit 17), and the *Mitigation Plan* dated August 26, 2025 (Exhibit 18), prepared by Ecological Land Services, identified one Type Ns (non-fish bearing seasonal) stream described as Stream A, which flows east to southwest where it continues offsite along the southern property boundary. At page 5 of the *Critical Areas Report*, the stream originates within and serves as the outlet for Wetland A. The applicant has provided a 25-ft. wide buffer for Stream A, consistent with CMC 16.61.040.D. However, the applicant has elected to increase the minimum stream buffer width to 100-feet as recommended by WDFW’s SEPA comment (Exhibit 32). No development impacts are proposed to the stream and proposed buffer.

FINDING: Staff recommends a condition of approval that prior to engineering plan approval, the applicant revise the mitigation plan to include the proposed 100-foot stream buffer width.

Habitats of Local Importance

Oregon White Oaks that meet the criteria of CMC 16.61.010.A.3.a are considered Habitats of Local Importance. The *Critical Areas Report* dated June 16, 2025 (Exhibit 17), and the *Mitigation Plan* dated August 26, 2025 (Exhibit 18), prepared by Ecological Land Services, identified two (2) Oregon White Oak trees measuring at 12- and 15-inches diameter breast height (dbh) within the southwest portion of the project site area behind proposed Lot 4. Both Oregon White Oaks do not meet the code criteria to qualify as a critical area per CMC 16.61.010.A.3.a.i and ii which states, “Individual Oregon White Oak trees with a 20-inch dbh” and “Stands of Oregon White Oak trees greater than one acre”. However, the applicant has elected to protect the Oregon White Oak trees as discussed in the Applicant’s narrative (Exhibit 1) and the *Mitigation Plan* (Exhibit 18). In addition, two (2) priority snags were identified immediately west of the storm tract and within the stream buffer, meeting the criteria of a critical area per CMC 16.61.010.A.1.a.iii and is shown to be protected on the *Mitigation Plan* (Exhibit 18).

CMC Chapter 16.51 – General Provisions for Critical Areas

The critical areas as shown on the *Mitigation Plan* (Exhibit 18) will be set aside in a critical area/open space tract for preservation. Staff recommends a condition of approval that prior to final plat approval a note should be added to the face of the final plat that the open space/critical areas tract is to remain in a natural state. Any maintenance activities within the Open Space Tract, including removal of invasive species and dead or dying trees, will require prior approval from the City. The Homeowner’s Association will own and maintain the open space/critical areas tract in Phase I lots 1-12.

Staff recommends a condition of approval for the installation of temporary construction fencing prior to construction that clearly marks in the field the critical area buffers and said fencing should remain throughout permitted construction activities. In addition, prior to final plat approval, permanent signs and fencing should be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications should be submitted to the City for review and approval prior to installation.

Prior to final plat approval, a conservation covenant should be recorded with the County to ensure long-term preservation of the critical areas and their associated buffer, 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 plat approval.

Prior to final plat approval, the applicant will be required to post a mitigation bond in an amount deemed acceptable by the City to ensure the wetland mitigation is fully functional per CMC 16.51.250.

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

Title 17 Land Development

SUBDIVISIONS

CMC CHAPTER 17.11

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

The hearings examiner decision on application for preliminary plat approval shall be based on the following criteria:

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

Comprehensive Plan

The project development site is designated as North Shore Single-Family Low in the City’s Comprehensive Plan, which includes the LD-NS North Shore Lower Density Residential zone designation. The zone is intended for residential dwellings in the North Shore subarea with a minimum density of four dwellings per acre and a maximum density of five and eight tenths dwelling per acre.

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

- LU Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- LU Policy 3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- LU Policy 3.4: Camas residents are protective of the small-town ambiance and family-friendliness of the community. Discourage exclusive neighborhoods, privacy wall, and gated communities.

- LU Goal 4: Develop an interconnected network of parks, trails, and open space to support wildlife corridors and natural resources and enhance the quality of life for Camas residents and visitors.
- NE-2: To preserve, maintain, and restore the City’s critical areas to protect their function and values.
- NE-2.8: Ensure that development throughout the City meets or exceeds standards and practices for long-term wetland protection and mitigation.

The proposed subdivision will help accommodate the projected growth through utilization of existing land. The proposed houses, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing element of the Comprehensive Plan. The Open Space Tract surrounding the boundary of the project development area will preserve the stream, steep slopes, wetlands as well as support wildlife corridors.

Parks and Open Space Plan

The City’s 2022 Parks & Open Space Plan (2022 PROS), Map 7 – Existing Trails; and Map 8 – Potential Trails (Exhibit 35) includes an extensive park/open space/trail network for active and passive recreation throughout the North Shore area, which includes the future T-27 trail that will follow the future alignment of North Shore Blvd. The updated preliminary site plans (Exhibit 15, Sheet PRE2.0) show the proposed future North Shore Blvd. alignment located in the upper northeast corner of Phase 2 of the Oliver Terrace subdivision. However, the proposed development does not show or reference the future T-27 trail alignment.

Staff recommends a condition of approval that prior to engineering plan approval, the site improvement plans, landscape plans, and wetland mitigation plans are to be revised to show the approximate location and reference the T-27 regional trail that will follow the alignment of the future North Shore Blvd. alignment.

The proposed development will not be required to construct the portion of the T-27 regional trail that transects the Phase 2 parcel of the Oliver Terrace subdivision; however, the development will be required to construct a public pedestrian trail connection to the future T-27 regional trail.

The applicant is to work with Engineering staff and the Parks and Recreation Director, to determine the location for the future public pedestrian trail and trail easement and to construct said public pedestrian trail within the public pedestrian trail easement. A minimum 4-foot-wide natural, wood-based surfacing will be required within the wetlands and wetland buffers.

Staff recommends a condition of approval that prior to engineering plan approval, the site improvement plans, landscape plans, and wetland mitigation plans are to be revised to include the location of the minimum 4-foot-wide public pedestrian trail, details for the trail construction, and the location of minimum 15-foot-wide public pedestrian trail access easement. The applicant is to work with Staff to determine the location of said trail and easement.

Staff recommends a condition of approval that prior to final plat approval, the preliminary plat is to be revised to include the location of the 15-foot-wide public pedestrian trail access easement in the Open Space Tract, including showing the minimum 4-foot-wide public pedestrian trail. The applicant and/or Homeowners’ Association (HOA) will be responsible for ownership and maintenance of said public pedestrian trail located in the Open Space Tract.

Proposed Plat Note: The Homeowners Association (HOA) is responsible for ownership and maintenance of the public pedestrian trail located in the Open Space Tract.

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.

An original Transportation Impact Study (TIS Memo) (Exhibit 20) dated July 28, 2025, was submitted with the application. An updated Transportation Impact Study (TIS Memo) dated October 21, 2025, was prepared by Kittleson & Associates (Exhibit 21). The *Trip Generation Estimate*, shown on Table 1, page 1, of the October 21, 2025, TIS Memo was prepared using the 12th Edition ITE Manual (Institute of Transportation Engineers) for the proposed residential development, which is composed of the following information:

- Single-Family Detached Housing, ITE 210: 11 units which will generate 100 average daily trips (ADTs), for a total of 8 AM Peak Hour trips (2 in, 6 out) and a total of 10 PM Peak Hour trips (6 in, 4 out).

The total number of average daily trips are less than 700 ADTs. 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.

North Shore Subarea Design Review Manual

The project site is located within the North Shore Subarea and therefore subject to the North Shore Subarea Design Review Manual dated July 2023 (Exhibit 33). The North Shore – Lower Density (LD-NS) zoning district is intended for low density residential developments to include detached single-family homes. The development character of the North Shore is intended to be a Pacific Northwest building style and all new development in the subarea is subject to the City's design review process as discussed in further detail under Design Review section of this staff report. One of the site development guidelines in the LD-NS district is to create varied lot sizes and development patterns that better reflect the natural geography.

FINDING: Staff finds the lot layout is designed to integrate with the existing topography and natural habitat by being placed on the upper plateau area outside of critical areas and their associated buffers.

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:

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

There is an existing 8-inch ductile iron (DI) water main that was extended to the dead-end at the east end of N 49th Avenue that was constructed with the Lacamas Hills subdivision.

Preliminary plans, including sanitary and water utility plans, were submitted with the initial application in September 2025 (Exhibit 14). Updated preliminary plans were subsequently submitted in January 2026 with the final updated preliminary plans submitted in February 2026 (Exhibit 15).

The February 2026 updated preliminary sanitary and water plans (Exhibit 15, Sheet PRE4.0), show a proposed 8-inch DI water main connecting to the dead-end of the existing 8-inch water main and extending east to the east end of the cul-de-sac with a blowoff.

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 preliminary plans (Exhibit 15, Sheet PRE4.0), show the required 1-inch water service to each of Lots 1 through 12. Lots 1-11 are new single-family lots, with Lot 12 consisting of the existing single-family residence and barn which will remain on Lot 12.

There is an existing well on Lot 12 that currently provides water to the existing single-family residence. The well is to be decommissioned in accordance with State and County requirements and any water rights associated with the decommissioned well is to be transferred to the City.

Staff recommends a condition of approval that prior to final acceptance, documentation should be provided to the city that states that said well/s has been properly decommissioned in accordance with State and County guidelines, and any water rights associated with a decommissioned well shall be transferred to the City.

CMC 17.19.040.C.4.a Location of fire hydrants and flow rates shall be in accordance with city standards and the International Fire Code.

The February 2026 updated preliminary sanitary and water plans (Exhibit 15, Sheet PRE4.0) show the future fire hydrants located east of tie-in point for water main off NE 49th Avenue. During engineering plan review, the Fire Marshal may determine that an additional fire hydrant is needed, or the proposed location needs to change.

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.

Per CMC 17.19.040.C.4.d Landscaping in Open Space tracts must have a separate irrigation service and meter. Irrigation services are to be a minimum 1-inch service. The size of the irrigation meter is to be determined in advance and shown on the water utility plans and landscape. The owner of the open space tract is responsible for installation of the meter and 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 location and size 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: All 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:

Per 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)*, CMC 14.02 Stormwater Control, and Ecology's latest Stormwater Management Manual for Western Washington (2024 SWMMWW).

The proposed development is located on a parcel that is approximately 18.15 acres (790,614 sf) in size. The total land-disturbing activities, per the preliminary stormwater report (PTIR) (Exhibit 23), is approximately 3.22 acres (140,263 sf).

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.

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 23), dated January 14, 2026, was prepared by SGA Engineering. The site contains an existing home, a barn and other outbuildings. The existing home will be located on future Lot 12, and the barn will be located on a separate tract (Barn Tract) which is shown to be in Phase II, located in the southeast corner of the property adjacent to NE Everett Street (SR 500). Slopes onsite range between 0% to 25% with existing vegetation consisting of mostly dense tree cover on the north end of the site.

Stormwater treatment of runoff from the future public and private roads is proposed via a 3 cartridge StormFilter manhole located at the western end of the 'Private Road' Tract to Lots 9 and 10 and a StormFilter catch basin located at the eastern end of the Private Road' Tract to Lots 9 and 10, prior to discharging into the stormwater detention pond located in the 'Storm Tract'. The stormwater detention pond will then discharge to a dispersion trench adjacent to the wetlands.

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 treatment and detention 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 not included in the preliminary TIR.

Staff recommends a condition of approval that prior to any land-disturbing activities the applicant should be required to submit a site specific SWPPP in addition to Ecology's NPDES Temporary Construction Stormwater Permit, per MR #2. The SWPPP is to include 24-hour contactor information; and the name of the Project CESCL and CESCL certification number and expiration date. (CESCL = Certified Erosion Sediment Control Lead). A copy of the SWPPP is to be onsite at all times.

MR #3 – Source Control of Pollution: The preliminary TIR (Exhibit 23), Section D, addresses the various BMPs required for erosion prevention and sediment control (ESC measures), however, Source Control BMPs are different from the required erosion prevention and sediment control (ESC) BMPs that are included in the SWPPP.

The preliminary TIR did not address the various BMPs proposed for source control and stated that these will be addressed during engineering plan review of the “erosion control plans”. However, source control BMPs are not typically included in site improvement plans or the SWPPP as these BMPs apply to source control practices such as material storage areas, equipment wash down areas, on-site spill prevention kits, employee training, etc.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should revise the Final Stormwater Technical Report (TIR) to include source control BMPs, per MR #3, for the proposed development.

MR #4 – Preservation of Natural Drainage Systems and Outfalls: Per The preliminary TIR, existing drainage patterns shall be maintained, and discharges from the project site shall occur as is, to the maximum extent practicable.

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.

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

MR #8 – Wetlands Protection: Section H along with Appendix I-C.2 and I-C.3, of the preliminary TIR states sufficiently address the proposed wetland protections.

MR #9 – Operation and Maintenance (O&M): The preliminary TIR did not provide an O&M manual for either the stormwater detention facilities or the treatment vaults. The proposed development is in the City of Camas and Camas has a stormwater operation and maintenance manual included in the Camas Design Standards Manual.

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

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.

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.

Staff recommends a condition of approval that prior to final plat approval a note is to be added to the final plat stating that the stormwater facility located in the ‘Storm Tract’, the StormFilter Manhole, and the StormFilter catch basin located in the ‘Private Road’ tract are to be owned and maintained by

the homeowners and/or Homeowners' Association (HOA), at the end of the two-year warranty period, with right-of-entry granted to the city for inspection purposes.

Proposed Plat Note: The stormwater facility located in the 'Storm Tract', and the StormFilter Manhole, and the StormFilter catch basin located in the 'Private Road' tract are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA), at the end of the two-year warranty period, with right-of-entry granted to the city for inspection purposes..

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 (2) years after the date of final acceptance. This maintenance period shall run concurrent with the City's required two-year warranty period that begins at the issuance of final acceptance.

Prior to the 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 (HOAs/homeowners). At the completion of the 2-year warranty period, the stormwater facility in the 'Storm Tract' 'will be owned and maintained by the Homeowner's Association/homeowners.

FINDING: Staff finds that, as conditioned, the development can and will meet the requirements for stormwater control, conveyance, and water quality treatment per the Camas Design Standards Manual (CDSM), CMC 17.19.040.C.3, CMC 14.02, and Ecology's SWMMWW.

Erosion Control:

Per 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 latest *Stormwater Management Manual for Western Washington* (SWMMWW).

The proposed development is located on a parcel that is approximately 18.15 acres (790,614 sf) in size. The total land-disturbing activities per the preliminary stormwater report is approximately 3.22 acres (140,263 sf).

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 grading and erosion prevention plans, included in the updated preliminary plan set (Exhibit 15, Sheet PRE6.0) are not a complete set of erosion prevention and sediment control plans. A complete set of plans are required to be submitted for review and approval prior to any land-disturbing activities.

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

Per CMC 14.06.200 and CMC 17.21.030 B financial security for erosion control, in the amount of 200% of the estimated erosion control items is required prior to land-disturbing activities of one acre or more.

As the proposed land-disturbing activities are greater than an acre in size, financial security for erosion and sediment control (ESC) is to be submitted to the city prior to start of any land-disturbing activities, which include tree felling, tree removal, clearing and grading. Staff will provide documentation to the applicant with the approved amount and the acceptable format for ESC financial security.

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

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

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

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

Per CMC 17.21.030.D Implementation of erosion prevention/sediment control measures in addition to those measures approved on the erosion prevention/sediment control (ESC) plan may be required to address weather-related problems and to assure compliance with local, state, and federal requirements for water quality. Any proposed additional erosion prevention/sediment control measures must be approved by the city prior to use. The city shall have the right to issue a stop work order on all construction not related to erosion prevention/sediment control unit such time as acceptable erosion prevention and control measures are implemented.

A Stormwater Pollution Prevention Plan (SWPPP) is required per Ecology's NPDES Permit. The SWPPP is a living document that is to be updated by the contractor as site conditions change, and ESC measures are revised. Said documents are required to always be on-site and available for staff and/or Ecology to review.

Staff recommends a condition of approval that prior to land-disturbing activities, the contractor is to always have a hard copy of the SWPPP on site during construction of the site improvements. Said copy is to be updated as ESC measures are revised and is to be available for review by staff and Ecology.

FINDINGS: Staff find that, as conditioned, adequate provisions for erosion control can or will be made per CMC 14.06, the CDSM, and Ecology's SWMMWW.

Sanitary Sewage Disposal:

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

There is an existing 8-inch gravity main with a clean-out at the east end of N 49th Avenue that was extended to the eastern dead-end of N 49th Avenue as part of the Lacamas Hills development. Additionally, the Camas Woods I development has approved offsite sanitary sewer plans that show the installation of a 6-inch PVC force main that will connect to a future manhole on the 8-inch gravity sewer main that will be extended from the end of N 49th Avenue to the cul-de-sac in future N 49th Circle.

The updated preliminary plans with sanitary and water utility plans (Exhibit 15, Sheet PRE4.0) submitted in February 2026, shows the sanitary sewer main to be installed by the Camas Woods I development improvements. The Camas Woods I Offsite Sewer Improvement plans are approved and includes the

extension of the 6-inch Sanitary Force Main from NE Everett Street (SR 500), overland to the future N 49th Circle. 8-inch gravity main from the manhole o the end of the cul-de-sac.

Staff recommends a condition of approval that prior to engineering plan approval, the sanitary sewer utility plans are to be revised to clearly depict the sections of 6-inch sanitary sewer force main and the sections of the 8-inch gravity sewer main to be installed with the Camas Woods I Offsite Sewer Plans, from the improvements, e.g. sanitary laterals to be installed by the Oliver Terrace Subdivision.

The offsite sanitary sewer force main will be owned and maintained by the City. A 15-foot-wide public utility easement is to be granted to the city for access, maintenance, replacement, repair, or extension over and under the section of the sanitary sewer force main that is to be extended west from Lot 12 across the Open Space Tract in Phase 1 to the 'Storm Tract', and south through the 'Private Road' Tract for Lots 9 and 10, to N 49th Circle. Additionally, a minimum 10-foot-wide gravel access road is to be constructed over the sanitary sewer main, which will allow for access and maintenance activities by the City.

A 30-foot-wide public utility access easement is to be granted to the city for access, maintenance, replacement, repair, or extension over and under the section of the sanitary sewer force main that is to be extended northwest from NE Everett Street, via the existing private road located in Phase I and Phase II to Lot 12. The existing private road will be owned and maintained by the property owner of Lot 12. The 30-foot easement will allow for access and maintenance activities by the City.

Staff recommends a condition of approval that prior to engineering plan approval, the sanitary sewer utility plans are to be revised to include construction of a minimum 10-foot-wide gravel access road over the sanitary sewer force main located within the 15-foot-wide sanitary sewer easement that extends west from Lot 12 through the Open Space Tract in Phase 1 of the proposed development.

Staff recommends a condition of approval that prior to final plat approval, a minimum 15-foot-wide public utility easement is to be recorded over and under the sanitary sewer force main that extends west from Lot 12 through the Open Space Tract Phase 1 to future N 49th Circle of the proposed development.

Staff recommends a condition of approval that prior to final plat approval, a minimum 30-foot-wide public utility access easement is to be recorded over and under the sanitary sewer force main that extends northwest from NE Everett Street (SR 500), via the existing private road located in Phase 1 and Phase II to Lot 12. The existing private road will be owned and maintained by the owner of Lot 12.

Proposed Plat Notes:

A 15-foot-wide public utility and access easement is granted to the City for access, maintenance, replacement, repair, or extension over and under the sanitary sewer force main that is extended west from Lot 12 through the Open Space Tract in Phase 1, to N 49th Circle.

A 30-foot-wide public utility and access easement is granted to the City for access, maintenance, replacement, repair, or extension over and under the sanitary sewer force main that is extended NE Everett Street (SR 500), via the existing road through Phase 1 and Phase II to Lot 12,

The updated preliminary plans with sanitary and water utility plans (Exhibit 15, Sheet PRE4.0) also show 6-inch gravity sanitary sewer laterals to Lots 1-8 and Lot 9; with 1-inch sanitary force main laterals to Lots 9 and 10. Lots 9 and 10 will require grinder pumps per the Camas Design Standards Manual (CDSM) and said grinder pumps will be owned and maintained by the property owners of Lots 9 and 10.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is required to submit revised sanitary sewer plans with the approved grinder pumps and laterals for Lots 9 and 10 per the Camas Design Standards Manual (CDSM).

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

Proposed Plat Note:

- The grinder pumps and laterals for Lots 9 and 10 are to be owned and maintained by the property owners.

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 prior to final plat approval. If applicable, any water rights associated with the decommissioned well(s) shall be transferred to the City.

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

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

Roads:

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

Per CMC 17.19.040.B.7 All street names, street numbers, and building numbers shall be assigned in accordance with CMC 12.24. Street naming is the responsibility of the Building Official. The street names and numbers, as shown on the updated preliminary plat (Exhibit 15) 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 interior street names and numbers, public and private, are to be revised in accordance to the street names and numbers 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 and numbers as determined by the Building Official.

[Public Roads]

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

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

Future North Shore Blvd.:

The North Shore Blvd. street standard (Exhibit 33, Figure 13) consists of the following:

- Up to 88 feet of right-of-way width, a 10-foot-wide center pedestrian refuge island, with 8-foot-wide sidewalks, 5-foot-wide planter strips, 5-foot-wide bike lanes, 8-foot-wide on-street parking strips (commercial zones only), and 11-foot-wide drive lanes on each side of the center pedestrian refuge.

The approximate right-of-way alignment for the future North Shore Blvd. is shown on the updated preliminary plans (Exhibit 15, PRE2.0) in the northeast quadrant of the proposed development.

Per CMC 17.19.040.B.5 the applicant for the proposed development, Oliver Terrace Subdivision, is required to dedicate the right-of-way for the future North Shore Blvd.

Staff recommends a condition of approval that the applicant work with Camas staff to dedicate the North Shore Blvd. right-of-way once the final horizontal alignment is determined.

[Interior Public Roads]:

The proposed development is located on the east end of N 49th Avenue, which is considered a local road with 52-foot right-of-way, 28-foot pavement, planter strip and sidewalk on both sides of the street.

Per CDSM Table 2 – General Guidelines for Geometry of a Roadway, a 2-lane local neighborhood road with a 52-foot-wide right-of-way width, a 28-foot paved surface, 5-foot-wide detached sidewalks, 5 to 7-foot planter strips on both sides, a minimum 35-foot cul-de-sac radius, and parking permitted on one side only, requires approval from the city engineer. On street parking is not permitted on cul-de-sacs. ***The city engineer supports the proposed 52-foot-wide interior public road.***

The updated preliminary site plans (Exhibit 15, Sheet PRE2.0), proposes to extend the existing N 49th Avenue, from the eastern property line of Lacamas Hills to a cul-de-sac for access to Lots 1-11 of future Phase 1. The proposed road section is shown to match the existing N 49th Avenue with 52-foot right-of-way, 28-foot pavement, planter strip and sidewalk on both sides of the street. However, the proposed cul-de-sac radius is shown to be 45-feet, with a 50-foot radius to the back of curb. These dimensions would provide a 4.5-foot-wide sidewalk, which does not meet the local 52-foot right-of-way street section.

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 49th Circle constructed in accordance with CDSM Street Detail ST2 – 2 Lane Local Road (52' ROW), including a cul-de-sac radius that provides for a minimum 5-foot-wide curb tight sidewalk.

[Private Roads]:

CMC 17.19.040.A and CDSM Table 1 – Guidelines for Geometry of a Private Roadway, Private Street Standard A, access to four or less dwelling units, shall consist of a tract width of 20-feet, a minimum 12-foot-wide paved surface, sidewalk optional, and no parking on both sides. Additionally, streets more than 150-feet in length, as measured from the centerline of the adjacent road, require a dead-end turn around.

Existing Private Road – Lot 12

Per the updated preliminary street plan (Exhibit 15, Sheet PRE2.0) the proposed access to future Lot 12, which is shown to retain the existing single-family residence, will be via the existing private road

that is accessed from NE Everett Drive (SR 500). The existing private road runs southeast to northwest and is located in both Phase 1 and Phase 2. Lot 12 is located entirely in Phase 1 of the proposed development.

The existing private road is approximately 680-feet in length as measured from the centerline of NE Everett Street (SR 500). The existing private road is more than 150-feet to the from NE Everett Street (SR 500) to the existing single-family residence. There is a dead-end turnaround area at the single-family residence, as well as a turnaround on the 'Barn Tract' that is at the southeastern end of the private road.

There are approved plans for a future sanitary sewer force main, Camas Woods Offsite Sewer Improvements, that will be installed within the existing private road to Lot 12. A 30-foot-wide access and utility easement over and under the existing road is to be granted to the City for

Until such time as future development improvements are proposed in Phase II, Lot 12 will continue to take access to NE Everett Street (SR 500) via the existing private road. Additionally, the existing private road

Proposed Private Road – Lots 9 & 10

Per the updated preliminary street plan (Exhibit 15, Sheet PRE2.0) the proposed access to future Lots 9, 10 and the 'Storm Tract' will be via an unnamed 'Private Road' tract at the intersection with N 49th Circle heading north. Per the updated preliminary street plan, the future unnamed 'Private Road' tract to Lots 9, 10 and the 'Storm Tract' is approximately 206-feet in length as measured from the centerline of future N 49th Circle. The proposed private road is more than 150-feet to the end of the private road and is proposed as a 20-foot-wide tract, with a 20-foot-wide of paved surface.

The proposed private street section for proposed unnamed 'Private Road' tract to future Lots 9, 10 and storm tract does not meet the Minimum Private Street Standards for access to four dwelling units or less and is subject to additional requirements from the Fire Marshal (FMO), per CDSM Table 1, Private Street 'A' ³.

Staff recommend a condition of approval that prior to engineering plan approval the applicant is to work with the Fire Marshal to determine the additional requirements for a dead-end road that exceeds 150-feet in length and serves 4 or less dwelling units.

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

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.

The applicant shows a dead-end-turnaround at the end of the private access to future Lots 9, 10 and 'Storm Tract' but the private road as shown does not include the minimum 25-foot curb radii on both sides of the road at the intersection with proposed N 49th Circle or at the hammerhead of the dead-end turn around.

Staff recommend a condition of approval that prior to engineering plan approval, the street plans are to be revised to include a minimum 25-foot curb radii on both sides of the road at the intersection with proposed N 49th Circle and at the hammerhead of the dead-end turnaround of the future 'Private Road' tract to Lots 9, 10 and the 'Storm Tract'.

Proposed Private Road – Lot 3

Per the updated preliminary street plan (Exhibit 15, Sheet PRE2.0) access to future Lot 3 is shown as a 'Private Road' tract that intersects the cul-de-sac of future N 49th Circle. Per the updated preliminary

street plan, the future unnamed 'Private Road' tract to Lot 3 is approximately 170-feet in length as measured from the centerline of the cul-de-sac at N. 49th Circle. The proposed access is more than 150 feet to the end of the private road, and it is approximately a 20-foot-wide tract, with 20-feet of paved surface.

The proposed private street section for proposed unnamed tract to future Lot 3 does not meet the Minimum Private Street Standards for access to four dwelling units or less and is subject to additional requirements from the Fire Marshal (FMO), per CDSM Table 1, Private Street 'A' ³.

Staff recommend a condition of approval that prior to engineering plan approval the applicant is to work with the Fire Marshal to determine the additional requirements for a dead-end road that exceeds 150-feet in length and serves 4 or less dwelling units.

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

Staff recommend a condition of approval that prior to engineering plan approval, the applicant is to work with the Fire Marshal's Office and engineering staff to provide an acceptable dead-end-turnaround at the south end of proposed 'Private Road' tract to Lot 3, or other additional requirements from the Fire Marshal's Office in lieu of the dead-end turnaround.

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

The proposed 'Private Road' tract to future Lot 3, as shown, does not include the minimum 25-foot curb radii on both sides of the road at the intersection with proposed N 49th Circle.

Staff recommend a condition of approval that prior to engineering plan approval, the street plans are to be revised to include a minimum 25-foot curb radii on both sides of the 'Private Road' tract to future Lot 3 at the intersection with future N 49th Circle.

Per CMC 17.19.040.A.8 Provisions for adequate parking enforcement are to be recorded within a private covenant to ensure emergency vehicle access. These provisions shall be noted on the final plat (e.g., Towing service).

Staff recommend a condition of approval that prior to engineering plan approval, the applicant should provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.

Staff recommend a condition of approval that prior to final acceptance the applicant should be required to install the 'No Parking and Towing' signs.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat that addresses removal of unauthorized vehicles.

Proposed Plat Note:

- Provisions for a towing service to remove unauthorized vehicles. 'No Parking' areas on the private roads is to be provided as this is the responsibility of the homeowner and/or Homeowners' Association (HOA).

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

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 Tracts are to be owned and maintained by the Homeowners Association (HOA)/homeowners.

Proposed Plat Note:

- 'Private Road' tracts are to be owned and maintained by the Homeowners Association (HOA)/homeowners.

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

[Street lighting]:

LED Street lighting is to be designed and installed along all street frontages in accordance with the Camas Design Standards Manual (CDSM) – Standards for Street Lighting. The locations for streetlights are to be coordinated with the locations of other site features, such as street trees, driveways, fire hydrants, and other utilities.

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

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

Staff recommends a condition of approval that prior to the 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.

[Driveways]:

Per the City of Camas Street Details for driveways (ST14-16), the driveway throat cannot exceed 40% of the total lot frontage. Thirty (30) foot wide driveways as proposed are shown on the preliminary site plan (Exhibit 15, PRE2.0) and as such any lot frontage widths smaller than 75-feet, such as lots 4-7, would exceed the 40%.

Staff recommends a conditional of approval that prior to engineering plan approval, a note is to be added to the street plans stating that driveway throats shall not exceed 40% of the total lot frontage.

Staff recommends a conditional of approval that prior to final plat approval, a note is to be added to the to the plat stating that driveway throats shall not exceed 40% of the total lot frontage.

Staff recommends a conditional of approval that prior to final plat approval, the preliminary plat is to be revised to show shared driveways between lots 4-7 or revise the width of the driveway throats to not exceed 40% of the total lot frontage.

[Street trees and Landscaping]:

CMC 17.19.030.F.1 requires one 2-inch diameter street tree in the planter strip of the right-of-way, or similar location in the front yard of each dwelling unit, except for flag lots and lots accessed by tracts.

Of the proposed 11 lots, 8 street trees are required. The preliminary landscape plan (Exhibit 15) shows 12 street trees are provided in compliance with this requirement. Street tree planting and other

landscaping should be included on the landscaping plans with final engineering plan submittal for site improvements.

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

Staff recommends a condition of approval is required that the applicant submit a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13 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 storm facility landscape buffer is conditioned in Provision 5.

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 updated preliminary site plans provide for a dedicated 'Storm Tract' for the stormwater detention facility, however, the plans include fencing or gated access to the future stormwater facility.

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 stormwater facility. Additionally, the plans are to provide for a minimum 16-foot-wide double gate at the paved access road to the facility and a minimum 4-foot-wide man gate for inspection access.

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

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

[Easements]:

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

- The 6-foot public utility easement (PUE) is to be located outside of the right-of-way along all the future roads.
- A utility access and maintenance easement to the city, for the sanitary sewer system in the 'Private Street' that provides access to Lots 9 and 10 and to the 'Storm Tract'.
- A minimum 15-foot-wide utility access and maintenance easement to the city over and under the sanitary sewer force main that extends from NE Everett Street (SR 500) north westerly through Phase II, then north through Phase I on the north side of the wetlands Open Space to the 'Private Road' tract for Lots 9 and 10, and south to future N 49th Circle.
- A right-of-entry is to be granted to the city for stormwater inspection purposes of the stormwater facility.
- Lot 1 and Lot 3: A minimum 15-foot-wide stormwater easement over the roof drain system and area drains located at the rear of the lots, noted on the updated preliminary stormwater plan (Exhibit 15) for the benefits of Lots 1 and 3, are to be owned and

maintained by the adjacent property owners and/or the Homeowners' Association (HOA).
Construction of permanent structures within the stormwater easements is not permitted.

A homeowner's association (HOA) will be required for this development. A copy of the CC&Rs for the development will need to be submitted to the City for review and approval. The City is to receive a copy of the recorded CC&Rs at time of Final Plat.

Specifically, the applicant is to make provisions in the CC&Rs for ownership and maintenance of the storm drainage systems, stormwater treatment & detention system, fencing, trails, landscaping, irrigation, private roads, storm easements, open space/park and trail tracts outside of the City's right-of-way. Additionally, the applicant is to make adequate provisions for parking enforcement along private roads and access tracts that are acceptable to the Fire Marshal. Further, all necessary easements, dedications, and tracts should be noted on the final plat.

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

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

As shown on the preliminary plat, the proposed lots will have access onto a public or private street, side lot lines run at right angles to the street upon which the lots face as far as practical, or on curved streets they shall be radial to the curve, and show building envelopes that are capable of siting a 40 feet by 40 feet dwelling within the building envelope per CMC 17.19.030.D (1-3).

CMC 17.19.030.D.5 notes that the city may impose special conditions including setbacks, fencing and landscaping to protect the immediate character of the neighborhood if flag lots, access tracts and private roads are proposed. An access tract is proposed for access to lots 9, 10 and the stormwater facility. The proposed stormwater facility abuts existing single family residential lots to the west in the Lacamas Hills subdivision.

FINDING: Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit a revised landscape plan that shows additional landscaping and/or site obscuring fencing along the western property line of the stormwater tract to buffer the facility from the existing adjacent residences in the Lacamas Hills subdivision.

Density and Dimensions: CMC 18.09.040 Table 1, Note 3 states, "For parcels with an existing dwelling, a one-time exception may be allowed to partition from the parent parcel a lot that exceeds the maximum lot size permitted in the underlying zone. Any further partitioning of the parent parcel of the oversized lot must comply with the lot size requirement of the underlying zone." Proposed Lot 12 at 23,992 square feet includes an existing dwelling and therefore is exempt from the lot size requirement as discussed below.

Density Transfer: The preliminary plat shows a 7.6-acre open space tract for the preservation of critical areas. The applicant has the ability and has proposed to utilize the density transfer provisions per CMC 18.09.060.C when land is set aside in a tract for the protection of a critical area (i.e. wetlands, streams and steep slopes). The maximum allowed density is 5.8 dwelling units per net acre for the LD-NS zone. Based on the proposed net acreage of 3.37 acres per the preliminary plat (Exhibit 15), a maximum of 19 du/net acre is required and therefore is in compliance with this requirement.

(Lot sizes/dimensions): The density transfer provisions require a minimum lot size of 5,250 square feet and a maximum lot size of 9,000 square feet per CMC 18.09.040 Table 1. As such, the proposed lots are between 8,423 and 8,906 square feet in compliance with this requirement and meet the required

minimum lot width of 40-feet and lot depth of 80-feet. Maximum building lot coverage is 60% and staff recommends a condition of approval that this is noted on the face of the final plat.

[Lot setbacks]: All lots are proposed with front loaded garages, not rear loaded garages, as shown on the preliminary plat (Exhibit 15). Per CMC 18.09.040 Table 2, setbacks for the LD-NS zone require the following for lots that take access from the street: 1) minimum front yard is 20-feet at garage door and 25-feet to house, 2) minimum side yard is 5-feet, 3) minimum rear yard is 10-feet. Setbacks are also subject to franchise utility easements abutting right of way. Staff recommends a condition of approval that building envelopes and the LD-NS setbacks be shown and noted on the face of the final plat.

FINDING: Staff finds the proposed density and dimensions conform to the density transfer provisions of the LD-NS zone for single-family residential lots. Building envelopes, setbacks and lot coverage should be shown and noted on the face of the final plat.

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

CMC Section 18.07.030 Table 1 Sales Office Use:

The application did not propose a sales office for the development. The absence of approval of a sales office consolidated with this Type III hearing will limit sales office at the time of development to six months as a Temporary Use per CMC 18.07.040 Table 2, Note 4. The applicant may provide for the contingency that a sales office use may be necessary for longer than six months. Staff finds that special conditions for the installation, use and removal of the sales office are appropriate and are provided with this report if the applicant is in agreement.

FINDING: Staff recommends a condition of approval is required that the model home/sales office be closed upon construction of the last residential structure.

CMC Chapter 18.13 Landscaping – Tree survey/Tree density:

A minimum of 30 tree units (TUs) per net developable acre (exclusive of critical areas) is required for residential development in the North Shore Subarea per CMC 18.13.051(A) Table 1 – Required Tree Density and should be incorporated into the overall landscape plan. CMC 18.13.051 Note 1 states “at least fifty percent of minimum tree density shall be achieved through retention of existing trees where the existing tree coverage on site would allow for this standard to be met.”

Based on the approximately 3.77 net developable acreage per the Arborist Report (Exhibit 22), 113 TUs are required. Per the arborist report and tree survey, 203 trees were inventoried with the boundary of the project site and approximately 86 trees of those trees will be removed due to a number of factors including tree health, if the tree is hazardous, or to accommodate on-site improvements. With that, 117 trees are proposed to be retained worth 592 tree units in addition to the planting of 12 street trees. The development proposes a final TU value post construction of 604 tree units, which complies with the minimum TU per net acre requirement. Further, over 50% of the minimum tree density is achieved via the retention of existing trees with the proposed development in compliance with CMC 18.13.051 Note 1.

FINDING: Staff recommends a condition of approval is required that any required revisions to the site plan that may impact the tree unit requirement will require a revised tree report or memo for City review and approval prior to final engineering plan approval. A note should be added to the face of the final plat that tree topping is prohibited.

CMC Chapter 18.19 Design Review

Design Review is required for all new development in the North Shore subarea per the North Shore Subarea Design manual (Exhibit 33). As previously noted, the property is located with the LD-NS Lower Density Residential North Shore zoning designation. As such, Design Review would be required.

FINDING: Staff recommends a condition of approval that the applicant submit a Design Review land use application for City review and approval prior to building permit approval.

CMC Chapter 18.34 Airport Overlay Zoning

The subject property is located within the Airport Overlay Zone C. An aviation 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. Per CMC 18.34.080.A, the applicant should consider construction techniques that would decrease the noise associated with the airport per CMC 18.34.080.A.

FINDING: Staff recommends a condition of approval that an aviation easement is recorded on the title to provide notice that the property is located within an air traffic area 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.

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

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

[Traffic Impact Analysis]:

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).

An updated Transportation Impact Study (TIS) Memo (Exhibit 21) dated October 21, 2025, was prepared by Kittelson & Associates. Per the TIS Memo, the proposed single-family residential development will generate a combined total of approximately 100 ADTs, which does not meet the requirement for a full transportation impact study for the proposed development.

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

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

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 concurrent 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 of the stormwater facilities for compliance with this chapter. A note is to be added to the final plat granted the city right-of-entry for inspection purposes. A condition of approval is warranted.

Per CMC 17.19.040.A.2 the HOA and/or homeowners are responsible for the ownership and maintenance of the private streets. A note is to be added to the final plat stating that private Tracts 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;

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

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

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

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

PUBLIC COMMENTS

As of the writing of this staff report, one public comment was received from Max Ivanitski concerning the preservation of the Oregon White Oaks (Exhibit 34). Staff's response is that both Oregon White Oaks are proposed to be preserved in a critical areas/open space tract with a recorded conservation covenant as previously discussed in this staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that the Oliver Terrace subdivision (SUB25-1010) should be approved, because it does comply with the applicable standards if all of the conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the preliminary plat of Oliver Terrace subdivision (SUB25-1010) 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 any 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. Street names shall be reviewed and approved by the Building Official prior to final plan approval.
9. A 6-foot private utility easement (PUE) shall be located outside of the right-of-way on public streets and outside of the tracts on private streets.
10. A draft street lighting plan shall be submitted to engineering staff for review prior to submittal of final street lighting plan to Clark Public Utility.
11. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting and traffic control markings and barriers for the improved subdivision.
12. 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.
13. 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.
14. If in the event any items or archaeological interest is uncovered during the course of a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City, the tribes, and the Department of Archaeology and Historic Preservation (DAHP).
15. 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.
16. Final plat submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050, and the Camas Design Standards Manual.
17. 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.

18. 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.
19. 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.
20. 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.
21. 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.
22. 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.
23. 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.
24. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
25. The applicant will be responsible for maintenance of all private improvements, including but not limited to the stormwater facility Tract and easements, Open Space Tracts, parking areas, landscaping and irrigation, and any retaining walls.
26. 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.
27. At the time of building permit approval, the applicant shall pay the appropriate impact fees in accordance with the provisions of CMC 3.88.
28. 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.
29. A final plat shall be submitted to the City for approval within 5 years of the date of this preliminary plat approval, otherwise this decision will expire.

Special Conditions of Approval:

30. If any merchantable timber is removed, the applicant is to work with DNR and obtain a Forest Practice application.

31. A single sales office in a model home for purpose of selling lots may be located within the development. Upon construction of the last unit, the model home/sales office shall be closed.
32. Any additional tree removal will require an updated arborist report or memo for City review and approval prior to removal.
33. Future North Shore Blvd.; the applicant shall work with Camas staff to dedicate the North Shore Blvd. right-of-way once the final horizontal alignment is determined.

Prior to Land-disturbing Activities:

Planning

34. Prior to any land disturbing activities, temporary high-visibility construction fencing shall be installed that clearly marks in the field the critical area buffers and remain throughout permitted construction activities.

Engineering

[Storm Drainage]

35. The applicant shall be required to submit a site specific SWPPP in addition to Ecology's NPDES Temporary Construction Stormwater Permit, per MR #2. The SWPPP is to include 24-hour contactor information; and the name of the Project CESCL and CESCL certification number and expiration date. (CESCL = Certified Erosion Sediment Control Lead). A copy of the SWPPP is to be onsite at all times.

[Erosion Control]

36. The applicant shall submit an approved form of financial security for erosion and sediment control. Staff will provide documentation with the financial security amount.
37. The applicant shall have approved engineering plans, which include tree felling, tree removal, clearing and grading, an approved set of engineering plans, including the erosion prevention and sediment control measures required.
38. Prior to any land-disturbing activities, an electronic copy of Ecology's NPDES GCSWP permit, an electronic copy of the SWPPP are to be submitted to the city.
39. The contractor is to always have a hard copy of the SWPPP on site during construction of the site improvements. Said copy is to be updated as ESC measures are revised and is to be available for review by staff and Ecology.

Prior to Engineering Plan Approval:

Planning

40. The geotechnical report recommendations shall be complied with to minimize any potential hazards associated with construction and if the site design is revised an updated geotechnical report shall be submitted for city review and approval.
41. The site improvement plans, landscape plans, and wetland mitigation plans are to be revised to show the approximate location and reference the T-27 regional trail that will follow the alignment of the future North Shore Blvd. alignment.
42. The site improvement plans and landscape plans shall be revised to include the location of the minimum 4-foot-wide public pedestrian trail, details for the trail construction, and the location of minimum 15-foot-wide public pedestrian trail access easement. The applicant is to work with Staff to determine the location of said trail and easement.

43. The mitigation plan shall be revised to include the required minimum 4-foot wide public pedestrian trail if constructed within wetland buffers, except for 4-foot wide or narrower paths using natural, wood-based, or vegetated pervious surfacing.
44. The mitigation plan shall be revised to include the proposed 100-foot stream buffer width.
45. Critical area signage and fencing specifications shall be submitted.
46. The preliminary plat shall be revised to show shared driveways between lots 4-7 or revise the width of the driveway throats to not exceed 40% of the total lot frontage.
47. Prior to engineering plan approval, a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13 shall be submitted to the City for review and approval to include the following but not limited to:
 - a. Additional landscaping and/or fencing shall be provided along the western property line of the stormwater tract to the buffer the facility from the existing adjacent residences in the Lacamas Hills subdivision.
 - b. Plants utilized shall be per the approved City's Plan Materials list and per the Camas Design Manual planting specifications and landscape notes. Plants not on the approved City list, a characteristic card shall be submitted to the City for review and approval.
 - c. The planting specifications from the Camas Design Manual shall be included on the final landscape plan.
 - d. Irrigation shall be noted on the final landscape plan.

Engineering

[Water]

48. The applicant shall work with engineering and the Fire Marshal's Office to determine if an additional fire hydrant is required.
49. The applicant shall submit revised water utility plans showing the location and size of all proposed irrigation services and the size of each irrigation meter.

[Storm Drainage]

50. 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.
51. The applicant shall revise the Final Stormwater Technical Report (TIR) to include source control BMPs, per MR #3, for the proposed development.
52. The final stormwater TIR is to be submitted with both the City of Camas June 2022 *Stormwater Sewer System Operations & Maintenance Manual* and the manufacturer's maintenance requirements for the treatment vaults.

[Erosion Control]

53. The applicant shall submit a complete set of erosion and sediment control (ESC) plans that include all the applicable erosion and sediment control Details and BMPs as noted in the CDSM and Ecology's SWMMWW.

[Sanitary Sewage Disposal]

54. The sanitary sewer utility plans are to be revised to clearly depict the sections of 6-inch sanitary sewer force main and the sections of the 8-inch gravity sewer main to be installed with the Camas Woods I Offsite Sewer Plans, from the improvements, e.g. sanitary laterals to be installed by the Oliver Terrace Subdivision.
55. The sanitary sewer utility plans are to be revised to include construction of a minimum 10-foot-wide gravel access road over the sanitary sewer force main located within the 15-foot-wide sanitary sewer easement.
56. The applicant is required to submit revised sanitary sewer plans with the approved grinder pumps and laterals for Lots 9 and 10 per the Camas Design Standards Manual (CDSM).

Roads

57. The future interior street names and numbers, public and private, are to be revised in accordance to the street names and numbers as determined by the Building Official.

[Interior Public Roads]

58. A complete set of street improvement plans are to be submitted with the future N 49th Circle constructed in accordance with CDSM Street Detail ST2 – 2 Lane Local Road (52' ROW), including a cul-de-sac radius that provides for a minimum 5-foot-wide curb tight sidewalk.

[Private Roads]

Private Road – Lot 9 & 10

59. The applicant is to work with the Fire Marshal to determine the additional requirements for a dead-end road that exceeds 150-feet in length and serves 4 or less dwelling units.
60. The street plans are to be revised to include a minimum 25-foot curb radii on both sides of the road at the intersection with proposed N 49th Circle and at the hammerhead of the dead-end turnaround of the future 'Private Road' tract to Lots 9, 10 and the 'Storm Tract'.

Private Road – Lot 3

61. The applicant is to work with the Fire Marshal to determine the additional requirements for a dead-end road that exceeds 150-feet in length and serves 4 or less dwelling units.
62. The applicant is to work with the Fire Marshal's Office and engineering staff to provide an acceptable dead-end-turnaround at the south end of proposed 'Private Road' tract to Lot 3, or other additional requirements from the Fire Marshal's Office in lieu of the dead-end turnaround.
63. The street plans are to be revised to include a minimum 25-foot curb radii on both sides of the 'Private Road' tract to future Lot 3 at the intersection with future N 49th Circle.

All Private Roads

64. The applicant shall provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.

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

[Street lighting]

65. All streetlight locations are to be shown on the street plans, the sewer and water utility plans, and the 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.
66. Prior to the 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.

[Driveways]

67. A note is to be added to the street plans stating that driveway throats shall not exceed 40% of the total lot frontage.

[Street Trees and Landscaping]

68. The applicant is required to show proposed driveway locations for each lot on the landscape plans to ensure that street trees are not impacted.

[Storm Facility Landscaping]

69. 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 stormwater facility. Additionally, the plans are to provide for a minimum 16-foot-wide double gate at the paved access road to the facility and a minimum 4-foot-wide man gate for inspection access.

Prior to Final Plat Approval:

Planning

70. An avigation easement shall be recorded on the title that provides notice that the property is within an air traffic area and included as a note on the final plat.
71. Permanent critical area signs and fencing shall be installed at the edge of the critical area buffers per CMC 16.51.210.B and C.
72. A conservation covenant shall be recorded with the County to ensure long-term preservation of the critical areas and their associated buffers, including maintenance of any mitigation actions per CMC 16.51.240. A copy of the recorded conservation covenant shall be submitted to the City.
73. A critical areas bond shall be submitted in an amount deemed acceptable by the City to ensure the wetland mitigation is fully functional per CMC 16.51.250.
74. The preliminary plat is to be revised to include the location of the 15-foot-wide public pedestrian trail access easement in the Open Space Tract, including showing the minimum 4-foot-wide public pedestrian trail. The applicant and/or Homeowners' Association (HOA) will be responsible for ownership and maintenance of said public pedestrian trail located in the Open Space Tract.
75. A note shall be added to the face of the final plat that the open space/critical areas tract is to remain in a natural state. Any maintenance activities within the Open Space Tract, including removal of invasive species and dead or dying trees, shall require prior approval from the City.
76. A note shall be added to the face of the final plat that tree topping is prohibited.
77. A note shall be added to the face of the final plat that all required tree plantings shall be maintained in good health and shall be promptly replaced (within six months) if damaged or in poor health.
78. All building envelopes, setbacks and lot coverage shall be shown on the final plat.

79. Plat notes shall be added to the face of the final plat regarding ownership and maintenance responsibilities of the individual Tracts.
80. A plat note shall be added to the face of the final plat regarding ownership and maintenance responsibilities of the public access pedestrian trail easement.
81. The applicant shall submit to the City for review and approval a copy of the CC&Rs.

Engineering

[Water]

82. 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]

83. A note is to be added to the final plat stating that the stormwater facility located in the 'Storm Tract', the StormFilter Manhole, and the StormFilter catch basin located in the 'Private Road' tract are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA), at the end of the two-year warranty period, with right-of-entry granted to the city for inspection purposes.

[Sanitary Sewage Disposal]

84. A minimum 15-foot-wide public utility easement is to be recorded over and under the sanitary sewer force main that extends west from Lot 12 through the Open Space Tract Phase 1 to future N 49th Circle of the proposed development.
85. A minimum 30-foot-wide public utility access easement is to be recorded over and under the sanitary sewer force main that extends northwest from NE Everett Street (SR 500), via the existing private road located in Phase 1 and Phase II to Lot 12. The existing private road will be owned and maintained by the owner of Lot 12.
86. A note is to be added to the final plat stating that the grinder pumps and laterals for Lots 9 and 10 are to be owned and maintained by the property owners.

[Roads]

87. The preliminary plat is to be revised with the final street names and numbers as determined by the Building Official.

[Private Roads]

88. The following note is to be added to the plat that addresses removal of unauthorized vehicles.
 - a. Provisions for a towing service to remove unauthorized vehicles. 'No Parking' areas on the private roads is to be provided as this is the responsibility of the homeowner and/or Homeowners' Association (HOA).
89. The preliminary plat is to include a plat note stating that the private Tracts are to be owned and maintained by the Homeowners Association (HOA)/homeowners.

[Driveways]:

90. A note is to be added to the to the plat stating that driveway throats shall not exceed 40% of the total lot frontage.

Prior to Final Acceptance:

Planning

91. Trails shall be installed prior to final acceptance.
92. Landscaping and irrigation adjacent to or within tracts shall be installed or bonded for as approved on the final landscape plans prior to final acceptance.
93. The critical area signage and fencing shall be installed prior to final acceptance.

Engineering

94. Documentation shall be provided to the city that states that said well/s on Lot 12 has been properly decommissioned in accordance with State and County guidelines, and any water rights associated with a decommissioned well shall be transferred to the City.
95. The applicant shall be required to install the 'No Parking and Towing' signs on the private roads.

Prior to Building Permit Approval:

96. The applicant shall submit a Design Review application for City review and approval consistent with the North Shore Subarea design manual.
97. The applicant shall consider construction techniques that would decrease the noise associated with the airport.

Prior to Final Occupancy:

98. Street trees, at a minimum 2-inch caliper, shall be installed prior to final occupancy or bonded and installed prior to expiration of the two year-warranty period, whichever comes first.

Proposed Plat Notes:

1. A homeowner's association (HOA) will be required for this development. Copies of the CC&R's shall be submitted and on file with the City of Camas.
2. The homeowner's association is responsible for maintaining all private roads, and associated infrastructure in this subdivision, including but not limited to the pavement, curbs, sidewalks, trail, fencing, landscaping, streetlights and storm drainage utilities.
3. An access and utility maintenance easement if proposed to the City over the private street tracts for inspection, maintenance and operation of said sanitary sewer force main.
4. The following minimum setbacks shall apply: Minimum Front Yard setback: 20-feet to garage door and 25-feet to house; Minimum Side Yard setback: 5-feet; Minimum Rear Yard setback: 10-feet. These setbacks are subject to franchise utility easements abutting right of way.
5. Maximum building lot coverage is 60%.
6. No further short platting or subdividing will be permitted once the final plat has been recorded.
7. The lots within this subdivision are located within an air traffic area.
8. The lots in this subdivision are subject to traffic impact fees, school impact fees, and park/open space impact fees. Each new dwelling unit will be subject to the payment of appropriate impact fees at the time of building permit issuance or as otherwise provided by the city.
9. Street trees shall be maintained in good health, and damaged or dying trees shall be promptly replaced (within six months) by the homeowner.

10. Tree topping is prohibited.
11. The Private Road to Lot 12 and the Barn Tract shall be owned and maintained by the property owner of Lot 12.
12. The Open Space Tract contains critical areas and is to be owned and maintained by the Homeowner's Association in Phase 1 which includes lots 1-12. This tract is to remain in a natural state. Any maintenance activities within the Open Space Tract, including removal of invasive species and dead or dying trees, will require prior approval from the City.
13. The Homeowners Association (HOA) shall be responsible for ownership and maintenance of the public pedestrian trail located in the Open Space Tract.
14. All irrigation meters required for open space areas are to be privately owned and maintained by the Owners and/or Homeowners Association (HOA).
16. The stormwater facility located in the 'Storm Tract', and the StormFilter Manhole, and the StormFilter catch basin located in the 'Private Road' tract are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA), at the end of the two-year warranty period, with right-of-entry granted to the city for inspection purposes..
17. A 15-foot-wide public utility and access easement is granted to the City for access, maintenance, replacement, repair, or extension over and under the sanitary sewer force main that is extended west from Lot 12 through the Open Space Tract in Phase 1, to N 49th Circle.
18. A 30-foot-wide public utility and access easement is granted to the City for access, maintenance, replacement, repair, or extension over and under the sanitary sewer force main that is extended NE Everett Street (SR 500), via the existing road through Phase 1 and Phase II to Lot 12,
19. The grinder pumps and laterals for Lots 9 and 10 are to be owned and maintained by the property owners.
20. Provisions for a towing service to remove unauthorized vehicles. 'No Parking' areas on the private roads is to be provided as this is the responsibility of the homeowner and/or Homeowners' Association (HOA).
21. 'Private Road' tracts are to be owned and maintained by the Homeowners Association (HOA)/homeowners.