

**BEFORE THE LAND USE HEARINGS EXAMINER
FOR THE CITY OF CAMAS, WASHINGTON**

Regarding an application by Steven McAtee to reconstruct the)	<u>FINAL ORDER</u>
existing Camas High School tennis courts and cover them with)	CUP24-1001
a 59,800-sf dome structure, along with other improvements)	(Camas High School
at 26900 SE 15 th Street, in the City of Camas, Washington)	Tennis Courts)

A. SUMMARY

1. The applicant, Steven McAtee, requests conditional use, minor design review, and SEPA approvals to modify the existing tennis courts at Camas High School to create a covered tennis center at the site. The proposed project includes resurfacing and lighting the existing tennis courts, installing an approximate 59,800-square foot dome air structure enclosure over the tennis courts, and associated improvements to the site for access, parking, and placement of a bathroom/locker/entrance structure adjacent to the covered tennis courts.

a. The development is proposed on a roughly 3.32-acre portion of the 52.37-acre Camas High School site, located at 26900 SE 15th Street; also known as Parcel Numbers 178111-000 and 178174-000.

b. The site and properties to the southwest are zoned R-7.5 (Residential, 7,500 square foot minimum lot size). Properties to the north west are zoned R-10 (Residential, 10,000 square foot minimum lot size) and NP (Neighborhood Park) to the southwest. Properties to the north are zoned HD-NS (North Shore Higher Density Residential). Properties to the east and southeast are located in the unincorporated Clark county and zoned R1-6 (Residential, 6,000 square foot minimum lot size).

2. Additional basic facts about the site and surrounding land and applicable approval standards are provided in the Staff Report to the Hearing Examiner dated March 14, 2025 (the "Staff Report").

3. City of Camas Hearing Examiner Joe Turner (the "examiner") conducted a public hearing to receive testimony and evidence about the application. City staff recommended the examiner approve the application subject to conditions set out in the Staff Report. The applicant accepted those findings and conditions without exceptions. Three persons testified orally in opposition to the proposed use. Other persons testified in writing; in support and in opposition. Contested issues in the case include:

a. Whether the public had an adequate opportunity to review and comment on the application;

b. Whether the proposed facility is allowed as a conditional use in the R-7.5 zone;

c. Whether issues related to private use of a public facility and reductions in the number of free public tennis courts in the City are relevant to the applicable approval criteria;

d. Whether the examiner has jurisdiction to consider USTA PNW's non-profit status and whether that issue is relevant to the applicable approval criteria;

f. Whether the examiner has jurisdiction to consider alleged constitutional violations;

f. Whether public use of the facility will impact security on the School campus;

g. Whether the applicant's traffic impact study accurately considered the number of vehicle trips generated by the facility and the impact of those trips on the transportation system;

h. Whether the use complies with the parking requirements of the Code;

k. Whether the occupancy classification and occupant load of the proposed building are relevant to the applicable approval criteria for this land use application;

j. Whether the hours of operation of the facility will be detrimental to the public welfare, property or improvements, or permitted uses in the R-7.5 zone (CMC 18.43.050.A); and

k. Whether the examiner has jurisdiction to review the existing easement on the site.

4. Based on the findings provided or incorporated herein, the examiner approves the application subject to the conditions at the end of this final order.

B. HEARING AND RECORD HIGHLIGHTS

1. The examiner received testimony at a public hearing about this application on March 20, 2025. All exhibits and records of testimony are filed at the City of Camas. At the beginning of the hearing, the examiner described how the hearing would be conducted and how interested persons could participate. The examiner disclaimed any *ex parte* contacts, bias, or conflicts of interest. The following is a summary by the examiner of selected testimony and evidence offered at the public hearing.

2. City planner Yvette Sennewald summarized the Staff Report.

a. She noted that the Camas School District is collaborating with U.S. Tennis Association (USTA PNW) to redevelop the existing outdoor tennis courts at the Camas High School (the "School"), to create a covered tennis center at the site. The applicant will construct a 600 square foot CMU entrance structure and a 59,800-square

foot dome air structure enclosure over the tennis courts, as well as associated parking, landscaping, and other improvements to the site.

3. Attorney Patrick Mulaney, project manager Steven McAtee, Camas School District business services director Jason McEathron, and traffic engineer Daniel Stumpf, appeared on behalf of the applicant.

a. Mr. McAtee testified that the tennis facility will be operated as a public/private partnership between USTA PNW and the Camas School District. USTA PNW will contribute \$2 million towards construction and will operate the facility. The School will have primary use of the facility for PE classes and tennis teams. The facility will be open to the public before and after school hours, on weekends and holidays, and other times when it is not being used by the School. Use of the existing open courts at the School is limited by weather conditions. The proposed facility will provide opportunities for year-round use.

b. Mr. Stumpf argued that the proposed facility will not increase the amount of p.m. peak hour traffic, between 4:00 and 6:00 p.m. School tennis teams will have priority use of the facility between 3:00 and 6:00 p.m. during the spring and fall tennis seasons. The existing and proposed courts are open to public use when they are not used by the School. This project will not increase the number of tennis courts on the site and the number of courts limits the amount of traffic generated by the use. Therefore, there will be no increase in peak hour traffic.

i. The proposed facility will not cause a significant change in the number of vehicle trips generated. The existing courts on the site are open to the public during non-school hours and during the summer. The proposed use will only generate additional trips during the winter and other periods of inclement weather, when the existing outdoor courts are not usable. Based on the Institute of Traffic Engineers Trip Generation Manual (the “ITE manual”), this use will not increase the number vehicle trips because it will not increase the number of courts on the site. The trip generation estimates in the ITE Manual are based solely on the number of courts, whether covered or uncovered. The applicant’s March 4, 2025 traffic memorandum (Exhibit 29) assumes the use will generate 290 new Average Daily Trips (“ADT”). However, that estimate is “highly conservative,” as public use of the facility will be limited on school days and during the spring and fall tennis seasons. In addition, the analysis did not include a deduction for the two existing pickleball courts that will be removed with this project, reducing the number of courts on the site from ten to eight.

c. Mr. McEathron testified that the facility will be open from 9:00 a.m. to 2:30 p.m. and from 6:00 p.m. to close on school days. USTA PNW will charge a fee for public use of the facility in exchange for paying a significant portion of the cost to construct the facility. USTA PNW is not required to share the fees with the School District.

4. Caryn Vitek, the owner of Evergreen Tennis, testified in opposition to the proposed use.

a. She argued that the proposed use will impact security at the School by allowing public access during school hours. The use will generate additional public traffic when events are occurring at the School, creating a hazard for students.

b. The use is a commercial project that should not be allowed in a residential zone. USTA PNW has not registered as a non-profit in Washington for the past seven years. USTA PNW and the School District have yet to develop a shared use agreement for the facility. The School District is allowing USTA PNW to use the land for free and the use will generate no property taxes.

c. She questioned the hours of operation of the facility.

d. She argued that the applicant's traffic study underestimates the amount of public use of the facility and the peak hour traffic impacts of public use, as it assumes the School will use the facility for nine hours a day and public use will be limited to 3.5 hours a day. A full traffic impact study should be required to consider all public use of the facility unless conditions of approval are imposed limiting the use to those hours. The Vancouver Tennis Center operated by USTA PNW is open to the public 14 hours a day.

5. Hugh Wyatt objected to private use of the facility by USTA PNW. There are only a limited number of tennis courts in the City that are available for public use. USTA PNW is likely to prioritize private tennis lessons over public use of the facilities, reducing the number of tennis courts available for public use.

6. Clark Vitek testified that the application materials, including SEPA documents, were not available for public review until February 13, 2025. The SEPA checklist stated that the use will generate 56 new trips and no peak hour trips. The March 4, 2025, Traffic Memorandum (Exhibit 29) changed the hours of operation to 9:00 a.m. – 2:30 p.m. and 6:00 p.m. to close on school days, and increased the estimated traffic to 290 ADT. However, the Staff Report cites the prior estimate of 56 new vehicle trips to find that the Code does not require a full traffic impact analysis because the use will generate less than 200 ADT.

a. The traffic analysis includes a credit for existing public use of the tennis courts. However, the School told him that the current courts are not open to the public. Therefore, a credit for public use is not warranted.

b. The proposed covered facility will increase the volume of traffic generated by the tennis courts. Inclement weather limits use of the existing, uncovered, tennis courts for 170 to 200 days per year. This facility will be available year-round. Therefore, a traffic study should be required.

c. The application includes insufficient technical information regarding compliance with building and fire code requirements for the proposed air supported structure. Compliance with these regulations may require changes to the size and design of the building, which will require additional land use review. The School District stated that the facility will provide for spectators inside the building, which will increase the

occupancy, and may change the classification, of the building. Spectators may also increase the amount of parking required for the facility.

7. City engineer James Carothers noted that the applicant submitted a revised traffic analysis (Exhibit 29) that concluded the use will generate 290 ADT, but the use will not generate any additional trips during the a.m. or p.m. peak hours. The City agrees with the applicant's traffic analysis. The Code does require a traffic impact analysis for any use that generates more than 200 new ADT.

8. At the end of the hearing the examiner held the record open for two weeks, until April 3, 2025, to allow all parties the opportunity to submit new testimony and evidence, for a week, until April 10, 2025, to allow all parties an opportunity to respond to the new evidence, and for a final week, until April 17, 2025, to allow the applicant to submit a final written argument. The record in this case closed at 5:00 p.m. on April 17, 2025. Exhibits 37-39 were submitted during the open record period.

C. DISCUSSION

1. City staff recommended approval of the application, based on the affirmative findings in the Staff Report. The applicant accepted those findings with certain exceptions.

2. The examiner concludes that the affirmative findings in the Staff Report show that the proposed use does or can comply with the applicable standards for approval of a conditional use permit, design review, and SEPA. The examiner adopts the affirmative findings in the Staff Report as his own, except to the extent they are inconsistent with the following findings.

3. The examiner finds that the public had an adequate opportunity to review and respond to the proposed development, consistent with the limitations of the Code. Mr. Vitek testified that the application materials were made available for review on February 13, 2025, five weeks prior to the hearing. The public was well represented at the hearing and in the written record. Members of the public testified clearly and succinctly regarding issues of concern to them. In addition, the examiner held the record open after the hearing to accept additional written evidence and testimony.

4. The proposed facility is allowed as a conditional use in the R-7.5 zone as a "sports fields" or "event center." CMC 18.07.040 - Table 2. The fact that the facility will be operated by a private entity is irrelevant, as the Code does not distinguish between public and private sports fields and event centers.

5. Arguments that the facility will allow private use of a public facility and reduce the number of free public tennis courts available in the City are not relevant to the applicable approval criteria for this application. The decision to enter into a public private partnership and allow a private entity to operate the facility is a policy choice by the School District and the examiner has no authority to review those policy choices in this land use proceeding.

6. The examiner has no jurisdiction to determine USTA PNW's non-profit status as that issue is not relevant to approval criteria for this application.

7. As the School District outlines in Exhibit 78, the examiner has no jurisdiction to consider alleged constitutional violations. The examiner's jurisdiction is limited to those areas entrusted to the examiner by the local legislative body. RCW 35.63.130(1) and RCW 35A.63.170(1). CMC 2.15.020 only authorizes the examiner to "[i]nterpret, review and implement land use regulations and policies as provided in this chapter or by other ordinances." The examiner does not have authority to rule on constitutional questions because the power to interpret, construe, and enforce the constitution belongs to the judiciary. Wash. Const. Art. IV §1; *Seattle School Dist. No. 1 of King County v. State*, 90 Wn.2d 476, 496, 585 P.2d 71 (1978) ("The ultimate power to interpret, construe and enforce the constitution of this State belongs to the judiciary.").

8. There is no evidence that private use of the facility during school hours and during after school events and activities will significantly impact security on the School campus. The School District is in the best position to determine how to best maintain security on the School campus and the School District addressed that issue in Exhibit 78.

9. The use will generate more than 200 ADT. The applicant submitted a traffic impact analysis as required by the Code. (Exhibit 71). The examiner finds, based on the expert testimony of the traffic engineers for the applicant and the City, that the proposed use will not exceed the capacity of area streets or otherwise create a hazard.

a. The Vitek's are correct that professional certification is not a requirement to offer testimony about potential traffic impacts and their experience with, and data generated by, their existing tennis facility gives more weight to their testimony. However, the expert testimony by the engineers for the applicant and City is based on accepted engineering standards and practices. The trip generation estimates in the traffic analysis are based on the ITE manual, a nationally accepted engineering reference source for projecting the amount of traffic likely to be generated by various categories of uses, as well as trip counts at existing tennis facilities. Therefore, the examiner will give more weight to the testimony and analysis from these professional engineers.

i. There is no evidence that this tennis facility is significantly different from the tennis facilities considered in Category 490 of the ITE Manual. The trip generation estimates in Category 490 are an average based on trip counts from a variety of different facilities that have different traffic generating potential including covered and uncovered courts and facilities that provide lessons and camps for various levels of players. As noted in Exhibit 79, the ITE Manual notes that the trip generation rates in category 490 "should be used with caution" as they are based on a limited sample size and "professional judgment must be exercised. Mr. Stumpf and Mr. Carothers are both professional engineers who are capable of exercising professional judgment in conducting traffic analysis.

ii. The Vitek's are correct that traffic from the existing high school was analyzed under ITE Category 525. However, as discussed in Exhibit 72, Category 525 includes high schools with and without tennis courts and other types of sports

facilities. In addition, it is accepted engineering practice when reviewing a change to a portion of an existing development with multiple uses to review the trip generation based on the ITE Category of the specific use proposed rather than for the overall development, i.e., when a fast-food restaurant within a shopping center is changed to a bank. (Exhibit 72 at 3). Similarly, this application will only affect traffic generated by the tennis courts, not the entire School. Therefore, it is appropriate to utilize ITE Category 490, “Raquet/Tennis Club,” which is the category most relevant to the proposed use.

iii. The Vitek’s argument that the existing courts are not open to the public conflicts (Exhibit 35 at 3) with the School District’s testimony that this facility will expand the existing public use of the tennis courts (Exhibit 78).

b. The facility will generate more total year-round traffic than the existing tennis courts, as the facility will be open to the public during the school day, when the courts are not needed for PE classes or other school related activities. The existing courts are not available for public use during the school day. In addition, use of the proposed covered facility will not be affected by inclement weather that limits use of the existing uncovered courts, which will increase the amount of traffic generated by the courts in the winter months. However, the traffic analysis is primarily concerned with peak hour traffic. If there is adequate transportation capacity to accommodate peak hour traffic, increased traffic generated during non-peak times will not impact transportation capacity. Accepted engineering practice does not require a breakdown of traffic based on weather and season.

c. The examiner finds that the proposed facility will not generate any additional vehicle trips during the p.m. peak hours.

i. The Vitek’s are correct that the facility will generate higher volumes of peak hour traffic when school is not in session. As the Vitek’s noted, the majority of students using the tennis courts during tennis season are already at the School. Therefore, they will only generate one p.m. peak hour trip; when they leave the School after practice/games. When the facility is open to the public during p.m. peak hours, players must drive to the site, play, and then depart, potentially generating two trips during the p.m. peak hour. If camps or classes for young players utilizing parent pick up and drop off are offered during the p.m. peak hour each player will potentially generate four peak hour trips, as the parent arrives, drops off their student and leaves and then returns to pick up their student and leave again. However, the existing outdoor tennis courts generate similar traffic impacts during the summer months and on dry weather weekends during the school year as the facilities are open to the public and are often rented out to private entities for tennis camps and lessons. (Exhibits 71 at 7 and 72 at 4).

ii. The Vitek’s argue that “programmed and marketed junior instruction...” by USTA PNW will generate more vehicle trips per court compared to the existing use, because such “instruction is typically programmed at 6 juniors per court plus instructor.” (Exhibit 75 at 3). However, the School District currently leases the courts for private tennis camps during the summer months (Exhibits 71 at 7 and 72 at 4), which are likely to generate traffic volumes similar to the USTA PNW instruction. In addition, this

type of instruction likely occurs at some of the tennis facilities reviewed in ITE Category 490.

iii. The existing tennis courts attract spectators (Exhibit 72). The proposed building will not increase the footprint of the existing courts. Therefore, it will not increase the amount of spectator traffic as it will not increase spectator capacity.

d. There is no evidence that additional traffic generated by the use will cause an increased hazard for students during after school sports and events. As noted in Exhibit 78, “The tennis center will be a stand-alone building across a parking lot from the main School building. Patrons of the tennis center will have the same access as any other visitor to the School campus, except they will be required to park during school hours along the north property line behind the tennis facility.” The facility will generate some additional traffic when after school events are occurring. However, those events are likely to generate similar types and volumes of traffic as parents and other spectators for those events will also be driving to the School campus.

10. The proposed facility will provide adequate parking.

a. The proposed use is a “tennis...club” for which CMC 18.11.130 requires three parking spaces per court, one space per 260 square feet of gross floor area (GFA) of related uses, and one (1) space per employee for the proposed. The facility will have eight courts, 600 square feet of related uses (entry vestibule), and three employees. Therefore, the applicant is required to provide 30 parking spaces.

$$\begin{aligned} 8 \text{ courts} \times 3 \text{ spaces/court} &= 24 \text{ spaces} \\ 600 \text{ square feet of related use} / 260 &= 2.3 \text{ spaces} \\ 3 \text{ employees} \times 1 \text{ space/employee} &= 3 \text{ spaces} \\ &= 24 + 2.3 + 3 = 29.3 = 30 \end{aligned}$$

The applicant proposed to provide 41 parking spaces, 11 more than the Code requires.

b. The facility is not a “stadium” or “sports arena” that requires parking based on the number seats or benches. The Code does not define the terms “stadium” or “sports arena.” Therefore the examiner must refer to the dictionary definition of this term. *Lyft, Inc. v. City of Seattle*, 190 Wash.2d 769, 781, 418 P.3d 102 (2018) (where a term is undefined, its usual and ordinary meaning may be determined from the dictionary definition). Webster’s Dictionary provides the following relevant definitions:

“Stadium”

1 : a large usually roofless building with tiers of seats for spectators at sports events.

...

“Arena”

...

2 a : an enclosed area used for public entertainment

...

Although spectators may attend some events at the site for public entertainment, the primary purpose of the facility is to accommodate tennis players, not spectators; no spectator seats or benches are proposed.

11. The occupancy classification and occupant load of the proposed building are not relevant to the applicable approval criteria for this land use application. The City building department will review that issue through the building permit process. If that review requires significant changes in the size or design of the building the applicant will be required to obtain additional City review and approval of those changes.

12. The hours of operation of the proposed facility will not “[w]ill not be materially detrimental to the public welfare, or injurious to the property or improvements in the vicinity of the proposed use, or in the district in which the subject property is situated” CMC 18.43.050.A. The applicant proposed to operate the facility subject to the following schedule:

During the High School Tennis Seasons¹

Monday - Friday

9:00 a.m. – 2:30 p.m. - Open

2:30 – 3:30 p.m. - Pause

3:30 p.m. – 6:00 p.m. - Practice/Match

6:00 p.m. – 10:00 p.m. - Open

Saturday/Sunday – 8:00 a.m. – 8:00 p.m. – Open

PE Schedule –The operator will work with the high school athletic director to schedule PE Classes (A minimum of 4 courts)

Out of Season

Monday – Friday 9:00 a.m. – 10:00 p.m. – Open (No sessions start between 2:30 and 3:30 p.m.)

Saturday/Sunday 8:00 a.m. – 8:00 p.m. - Open

School Holidays/Breaks

Monday – Friday 8:00 a.m. – 10:00 p.m. - Open

Saturday/Sunday 8:00 a.m. – 8:00 p.m. - Open

Summer –

Monday – Friday – 7:00 a.m. – 10:00 p.m. - Open

Saturday/Sunday – 7:00 a.m. – 8:00 p.m. - Open

Any future expansion of the operating schedule will require additional City review and approval.

13. HSR Capital, the developer of the planned Camas Woods subdivision north of the site, owns a 60-foot access and utility easement on the north boundary of site. (Exhibits 26 and 73). However, the examiner has no authority to review or interpret the scope of that private agreement to determine whether the proposed use will interfere with HSR Capital’s right to use the easement. That issue is within the exclusive jurisdiction of the superior courts. Approval of this development will not alter the existence or terms of

¹ The fall High School tennis season occurs from late August to early November. The spring season from Early March to late May. (Exhibit 70).

the easement. Therefore, it is unnecessary to show the easement on the plans for the site, as the easement is presumably recorded.

D. CONCLUSION

Based on the above findings and discussion provided or incorporated herein, the examiner concludes that CUP24-1001 (Camas High School Tennis Courts) should be approved, because it does or can comply with the applicable standards of the Camas Municipal Code and the Revised Code of the State of Washington.

E. DECISION

Based on the findings, discussion, and conclusions provided or incorporated herein and the public record in this case, the examiner hereby approves CUP24-1001 (Camas High School Tennis Courts).

A. STANDARD CONDITIONS OF APPROVAL:

1. Engineering site improvement plans shall be prepared in accordance with the City of Camas Design Standards Manual (CDSM) and CMC 17.19.040.
2. The engineering site improvement plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Community Development Engineering Department for review and approval.
3. Per CMC 17.19.040.C.1 and 1.a: All utilities designed to serve the development shall be placed underground. Those utilities to be located beneath paved surfaces, including all service connections, shall be installed prior to application of any surface materials.
4. The installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
5. After the land-use decision is issued, the applicant is to submit the Civil construction plans via the online portal at [www.cityofcamas.us/Permits/Civil Construction Application](http://www.cityofcamas.us/Permits/CivilConstructionApplication).
6. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
 - a. Payment of the 1% plan review (PR) fee is required prior to start of initial plan review. Staff will review the preliminary engineer's estimate and invoice the applicant via the online portal.
 - b. Payment of the 2% construction inspection (CI) fee is required prior to final plan approval. Staff will invoice the applicant via the online portal.
 - c. Under no circumstances will the applicant be allowed to begin land-disturbing activities prior to engineering plan approval.
7. A building permit shall be required prior to commencement of construction of a building structure.
8. At the time of building permit approval, the applicant shall pay the appropriate

- impact fees in accordance with the provisions of CMC 3.88.
9. 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.
 10. 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.
 11. 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.
 12. The applicant will be responsible for maintenance of all on-site private improvements, including but not limited to the new tennis courts and associated facilities, the private water system, the private sanitary sewer system and STEF tank, the on-site stormwater facilities, the parking areas, onsite lighting, landscaping, and irrigation.

B. SPECIAL CONDITIONS OF APPROVAL:

Prior to Building

Permit Approval:

Engineering:

[Private Roads]

13. Prior to final engineering plan approval, the applicant shall be required to work with engineering and the Fire Marshal's Office to increase the drive aisle width to a minimum of 16-feet to 18-feet, adjacent to all the new parking spaces, to ensure unimpeded access for fire, life, safety access.
14. Prior to final engineering plan approval, all the new sidewalks shall be designed to meet the requirements for ADA accessibility per the PROWAG and ADAAG.
15. Prior to final engineering plan approval, the applicant should submit final site improvement plans and final landscape plans that shall include wheel stops and/or curb stops at all parking spaces adjacent to landscaping and sidewalks/walkways.
16. Prior to final engineering plan approval, the applicant should submit final site improvement plans with the following revision:
 - a. The existing driveway approach and adjacent sidewalks on the east side of the proposed improvements is to be removed and replaced with the minimum 25-foot curb radii on each side of the new private road.

[Sanitary Sewer]

17. Prior to final engineering plan approval, the applicant shall submit sanitary sewer utility plans with the following revisions to the private onsite sanitary sewer system:
 - a. The proposed STEF tank, located within the landscape area, is to be installed such that the access riser lids are to always be visible.
 - b. If the applicant relocates the STEF tank into a paved area, the riser lids must have traffic rated access lids and risers.
 - c. The applicant is responsible for sizing the STEF tank for future use. Specifications, design, and calculations for sizing the STEF tank are to be submitted to the city review and approval prior to installation.
18. Prior to final engineering plan approval, a note shall be added to the sanitary sewer utility plans stating
 - a. All components of the onsite private sanitary sewer system, including the STEF tank, shall be privately owned and maintained by the property owners, with a right-of-entry granted to the city for inspection purposes.

[Storm Sewer]

19. Prior to final engineering plan approval, the applicant should be required to submit the Final Stormwater Technical Information Report with page 2 corrected, stamped, and signed that the report was prepared in accordance with Ecology's *2024 Stormwater Management Manual for Western Washington (SWMMWW)* and Camas Municipal Code (CMC) 14.02 Stormwater Control.
20. Prior to final engineering plan approval, the applicant shall submit final stormwater plans for review and approval. Additionally, a note shall be added to the stormwater utility plans stating:
 - a. The new stormwater system, in its entirety, is to be owned and maintained by the property owner, with right-of-entry granted to the city for inspection purposes.

[Water]

21. Prior to final engineering plan approval, the applicant is to submit water utility plans with the following revisions:
 - a. A note is to be added to the water utility plans stating, "All components of the onsite private water system and fire hydrants shall be privately owned and maintained by the property owners with right-of-entry granted to the city for inspection purposes."
 - b. A note is to be added to the water utility plans stating that "all private fire hydrants are to be ordered direct from the factory and factory painted powder coated red."
22. Prior to final engineering plan approval, the water utility and landscape plans are to be submitted with the location and size of the irrigation meter and backflow prevention device, if applicable.

[Erosion Control]

23. Prior to final engineering plan approval, the applicant shall be required to submit for review and approval a set of erosion control plans per the Camas Design Standards Manual (CDSM).

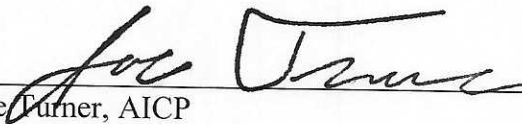
Prior to Land-disturbing Activities:

24. Prior to any land-disturbing activities, the applicant should submit to the city an approved form of financial security for erosion and sediment control items, including labor.
25. 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.
26. Prior to any land-disturbing activities an approved set of final engineering plans is required.

Prior to Final Occupancy: Planning:

27. This Conditional Use Permit will expire if construction of the site improvements does not commence within two (2) years of issuance of Hearing Examiner's final orders.

DATED this 28th day of April 2025.



Joe Turner, AICP
City of Camas Land Use Hearings Examiner