



STAFF REPORT

Camas Woods Phase II

File No. SUB25-1003

(Consolidated files: SEPA Review and Archaeological Review)

Report Date: July 25, 2025

TO	Hearings Examiner	HEARING DATE	July 31, 2025, at 5:00 PM
PROPOSAL	To subdivide 8.79 acres into 78 single-family residential lots.		
LOCATION	The site is located at 26416 SE 8th St Camas, WA 98607 in the NE 1/4 Section 35, Township 2 North, Range 3 East, of the Willamette Meridian; and described as tax parcel 178209000 and 178109000.		
APPLICANT/ OWNER	AKS Engineering & Forestry, LLC Attn: Michael Andreotti 9600 NE 126th Ave Suite 2520 Vancouver, WA 98682	OWNER	Windfall Holdings LLC 5616 NE 399th St LaCenter WA , 98629
APPLICATION SUBMITTED	April 14, 2025	APPLICATION COMPLETE	May 9, 2025
SEPA	The City issued a SEPA Mitigated Determination of Non-Significance (MDNS) on June 12, 2025, with a comment period that ended on June 26, 2025. The SEPA MDNS was mailed to property owners and published in the Post Record on June 12, 2025. Legal publication #1013130.		
PUBLIC NOTICES	A Notice of Application was mailed to property owners within 300 feet of the site and published in the Post Record on May 22, 2025. Legal publication #1009030. A Notice of Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on July 3, 2025. Legal publication #1016970.		

APPLICABLE LAW: The application was submitted on 4/15/2025, and the applicable codes are those codes that were in effect at the date of the application’s first submittal. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, specifically (but not limited to): Chapter 17.11 Subdivision, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, and Chapter 18.55 Administrative Procedures. [Note: Citations from Camas Municipal Code (CMC) are indicated in *italic type*.]

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SUMMARY

An application has been made to the City of Camas for Preliminary Plat approval to subdivide 8.79 acres into 78 single-family residential lots. The subject site is zoned North Shore High Density Residential (HD-NS). The subject site currently contains two single family homes that are proposed for removal. The site also has several trees, however, there are no critical areas on site. The proposal includes open space, parking, stormwater facility, and private street tracts.

The site is bordered to the north and east by North Shore Low Density Residential zoning with single family residences on site. To the east is Camas Woods Phase I, which will include attached and detached single family residences. To the south and west is Grace Church and single-family residences zoned North Shore High Density Residential.

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

Chapter 16.07 State Environmental Policy Act

A SEPA checklist was submitted, and a Mitigated Determination of Non-Significance (MDNS) was issued on June 12, 2025, as the proposed development includes more than nine residential dwelling units per CMC 16.07.020.A.1. The comment period ended June 26, 2025, and one comment was received. The comment was from the Department of Archaeology and Historic Preservation regarding an inadvertent discovery plan be created and kept on site. Staff finds that an inadvertent discovery plan shall be created and submitted to staff prior to final plat approval and be kept on site.

FINDING: Staff finds the comments provided by the Department Archaeology and Historic Preservation regarding an Inadvertent Discovery Plan shall be complied with.

Chapter 16.31 Archaeological Preservation

An archaeological predetermination report dated November 5, 2024, was prepared by Applied Archaeology Research, Inc. and was sent to the Department of Archaeology and Historic Preservation and the tribes. Based on the report, no further archaeological work is recommended at this time. The report and findings are not subject to the open public records act and as such, the City cannot disclose the results.

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

Chapter 17.11 Subdivisions

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

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

Comprehensive Plan

The subject property is designated as NS-Multifamily High in the City's Comprehensive Plan, which includes the North Shore High Density Residential zone designation.

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

- LU Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- LU-1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.
- LU-3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- H-1: Maintain the strength, vitality, and stability of all neighborhoods and promote the development of a variety of housing choices that meet the needs of all members of the community.
- H-1.6: Encourage in-fill development on vacant or underutilized sites, subject to design review guidelines, that have adequate urban services and ensure that the development is compatible with the surrounding neighborhood.

The proposed subdivision will help accommodate the projected growth through the utilization of existing land. The proposed trails and streets provide pedestrian connectivity throughout the development. The proposed houses, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing Element of the Comprehensive Plan.

Parks and Open Space Plan:

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

Neighborhood Traffic Management Plan:

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

A Transportation Impact Study (TIS) dated March 14, 2025, was prepared by Kittleson & Associates (Exhibit 6). Per Table 2 *Estimated Site Trip Generation*, page 6 of the TIS, the proposed residential development is composed of the following:

- Attached Single-Family Homes, ITE 215: 78 units which will generate 544 average daily trips (ADTs), for a total of 35 AM Peak Hour trips (9 in, 26 out) and a total of 43 PM Peak Hour trips (25 in, 18 out).

The total number of average daily trips are less than 700 ADTs. Off-site traffic calming features are not required and the proposed interior road design provides traffic calming within the subdivision proper.

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

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

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

Water:

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

There is an existing 10-inch ductile iron water main located in NE Everett Street (SR 500). The applicant is required to provide a minimum 8-inch water main to serve the proposed development of Camas Woods II.

A Decision was issued earlier in 2025 for Camas Woods (SUB24-1002), located east of the currently proposed Camas Woods II (SUB25-1003). Decision SUB24-1002 required the applicant to tap the existing 10-inch water main at the intersection of SE 8th Street and SE Everett Road and extend the 8-inch water main to the easternmost property line of Camas Woods.

Scenario 1:

If Camas Woods (SUB24-1002) is constructed prior to the currently proposed Camas Woods II (SUB25-1003), the applicant for Camas Woods II (SUB25-1003) is required to tap the 8-inch water main at the intersection of SE 8th Street and proposed A Street and extend a minimum 8-inch water main north that is designed to serve the proposed development of Camas Woods II (SUB25-1003).

Scenario 2:

If the currently proposed development, Camas Woods II (SUB25-1003) is constructed prior to the previously issued decision for Camas Woods (SUB24-1002), the applicant is required to tap the existing 10-inch water main at the intersection of SE 8th Street and NE Everett Street and extend a minimum 8-inch water main east to serve the proposed development, Camas Woods II at the intersection of SE 8th Street and proposed 'A' Street. Additionally, the applicant is required to extend the minimum 8-inch water main in SE 8th Street to the easternmost property line of Parcel No. 178109000 for the future Camas Woods development (SUB24-1002).

The preliminary site plans dated April 15, 2025 (Exhibit 7) include the Composite Utility plan on sheet P9.0. An 8-inch domestic water main is shown to be extended from the 10-inch water main at the intersection of SE Everett Road (SR 500) and SE 8th Street and extending to the easternmost property line of Parcel No. 178109000 for the benefit of the future Camas Woods development. An 8-inch by 8-inch tee is shown at the intersection of SE 8th Street and proposed 'A' Street and extending north to serve the proposed Camas Woods II development.

[Single-Family Lots]

Per the Camas Design Standard Manual (CDSM), individual water services are to be a minimum 1-inch service from the water main to each single-family lot with meter boxes located in planter strips or at the back of sidewalk in areas where the sidewalk is curb tight. Locations behind the sidewalk are to be within the right-of-way on public roads and adjacent to the right-of-way within the private road tracts. The preliminary utility plan provides for a minimum 1-inch domestic water service to each of the proposed single-family lots and as shown each of the single-family water services are shown to be

located per the CDSM for proposed Lots 1 through 8 and Lots 14 through 78. A water service is not shown for proposed Lot 13.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised water utility plans showing a minimum 1-inch water service from the water main to Lot 13 with the water meter box installed in the planter strip along the frontage of Lot 13.

The preliminary utility plan shows the 1-inch water services for proposed Lots 9 through 12 to be extended to a bank of water meters located outside of the future right-of-way on proposed SE 7th Avenue on the private street Tract B. A water utility easement is to be recorded over the water meters and meter boxes proposed for these proposed lots.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised water utility plans showing the water utility easement over the water meters and meter boxes located in Tract B for Lots 9, 10, 11, and 12.

Staff recommends a condition of approval that prior to final plat approval, the applicant should provide a water utility easement over the water meters and meter boxes located in Tract B for Lots 9, 10, 11, and 12.

Per CMC 17.19.040.C.4.a Locations of fire hydrants and flow rates shall be in accordance with city standards and the International Fire Code. The distance between fire hydrants, as indicated in the fire code, is allowed to be doubled when automatic fire sprinklers are installed throughout the development, with approval from the Fire Marshal.

The preliminary utility plan (Exhibit 7) shows three (3) proposed fire hydrants located near the intersection of proposed 'A' Street and proposed SE 7th Avenue; near the intersection of proposed 'A' Drive and proposed SE 6th Avenue; and near the intersection of proposed SE 6th Avenue and N Johnson Street. Proposed N Johnson Avenue dead-ends approximately 190-feet from the proposed fire hydrant near the intersection of proposed N Johnson Street and proposed SE 6th Avenue, at the northernmost property line of Parcel No. 178109000.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to work with Engineering and the Fire Marshal's Office to determine if a fire hydrant is required at the dead-end of proposed N Johnson Street.

[Irrigation]

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

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

- The location and size of all irrigation meters.
- If the irrigation meter is applicant requests a smaller irrigation meter than what is shown on the approved plans, the applicant may be required to pay a restocking fee.
- The irrigation meter/s and backflow prevention devices are to be located at the right-of-way.

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

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

- The irrigation system is to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

Staff recommends a condition of approval that prior to final plat approval, the applicant should add a note to the final plat stating that irrigation meters for the benefit of landscaping are required in all the Open Space Tracts and are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

Proposed Plat Note:

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

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

Storm Drainage:

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

Per the Preliminary Stormwater Technical Report (PTIR) (Exhibit 9) prepared by AKS Engineering & Forestry and dated April 2025, the site is composed of two parcels (178109000 and 178209000) and is approximately 8.79 acres (382,892 SF) in size. Both parcels consist of single-family residences and outbuildings and are heavily forested.

Per Ecology's 2024 *Stormwater Management Manual for Western Washington* (SWMMWW) Figure 1-3.2: Flow Chart for Determining Requirements for Redevelopment, if the land-disturbing activities are greater than 7,000-square feet, minimum requirements #1-#9 will apply. The proposed development will have land-disturbing activities greater than 7,000 square feet, therefore Minimum Requirements (MR) 1 through 9 apply.

The PTIR was prepared in accordance with Ecology's 2024 *Stormwater Management Manual for Western Washington* (SWMMWW). Ecology's 2024 Stormwater Management Manual for Western Washington went into effect on August 1, 2024.

The PTIR was prepared using Figure 1-3.1: Flow Chart for Determining Requirements for New Development in lieu of Figure 1-3.2: Flow Chart for Determining Requirements for Redevelopment. The site is technically being redeveloped as there are two existing single-family residences, outbuildings, garage, and access driveways from SE 8th Street that will be demolished for the proposed development. However, due to the amount of land-disturbing activities, Minimum Requirements 1-9 apply per both Flow Charts. The site is heavily forested with evergreen and deciduous trees; and shrubs, turfgrass, and field grass. Existing grades range from flat to between 5 to 10 percent with portions of the site having slopes up to 15 percent.

MR #1 – Preparation of Stormwater Site Plans: The preliminary stormwater utility plans (Exhibit 7, Sheet P10.0), dated April 15, 2025, are incomplete. The public stormwater collection and conveyance systems are to be prepared per the Camas Design Standards Manual (CDSM), CMC 17.19.040.C.3, and

CMC 14.02 Stormwater. Stormwater detention and treatment are to be prepared in accordance with Ecology's 2024 SWMMWW.

The stormwater plans are to include sizing of storm mains, laterals, and manholes. Plans and profiles are required for the storm mains with invert elevations included for manholes and catch basins. Design plans for stormwater treatment and infiltration/detention are to be included as a component of the stormwater plans.

Public stormwater systems, which consist of catch basins, manholes, and conveyance piping are located with the city's right-of-way and are owned and maintained by the city. The stormwater systems outside of the right-of-way, which may include as catch basins, conveyance piping, storm manholes, or water quality manholes are to be maintained by the Homeowners Association (HOA).

Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit a revised stormwater plans with a note stating that all components of the stormwater system that are located outside of the city's right-of-way which may include as catch basins, conveyance piping, storm manholes, or water quality manholes are to be owned and maintained by the Homeowners Association (HOA).

Staff recommends a condition of approval that prior to final plat approval the applicant should be required to add a note stating that "all components of the stormwater system located outside of the city's right-of-way, which may include catch basins, conveyance piping, storm manholes, or water quality manholes are to be owned and maintained by the Homeowners Association (HOA)".

Proposed Plat Note:

- All components of the stormwater system located outside of the city's right-of-way, which may include catch basins, conveyance piping, storm manholes, or water quality manholes are to be owned and maintained by the Homeowners Association (HOA).

Per CMC 14.02.090.A-C states that stormwater facilities located with residential subdivisions are to be owned and maintained by the Homeowners Association (HOA) with right of access to be granted to the city for inspection purposes. Therefore, access to stormwater facilities for maintenance and inspections purposes is to be provided. The preliminary stormwater plans do not include access roads to said facilities.

Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit a complete set of stormwater plans for review and approval, per MR #1 of the TIR. The revised stormwater plans are to include access roads to Tracts D, F, and I for purposes of maintenance and inspections. The access roads are to be a minimum of 10-feet-wide and constructed of hard surfaces, e.g. rock or asphalt.

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

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

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

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit a complete set of erosion and sediment control (ESC) plans that include all the

applicable erosion and sediment control Details and BMPs as noted in the CDSM and Ecology's SWMMWW.

MR #4 – Preservation of Natural Drainage Systems and Outfalls: The preliminary TIR does not mention or discuss the presence of nor the preservation of natural drainage systems and outfalls.

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

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

Based on the Preliminary Geotechnical Report (Exhibit 5), dated February 18, 2025, infiltration of stormwater runoff is feasible. Therefore, stormwater runoff from pollution-generating surfaces will be collected and treated via mechanical filtration water quality manholes prior to conveyance to the underground infiltration galleries. Treatment for phosphorous is required as stormwater is discharged into Lacamas Creek and Lacamas Lake which are on Ecology's 303D list. After treatment the stormwater runoff will be retained and/or infiltrated and released at pre-development flow rates.

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

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

The preliminary site plans (Exhibit 7), sheet P7.0, propose a system of shallow drainage diversion swales and a private drywell for roof drain laterals on Lots 1 through 78. The individual drywells for roof drains are shown on Lots 1 through 78. There are rear yard shallow drainage diversion swales shown on Lots 9 through 21 and Lots 61 through 74. The shallow drainage diversion swales for Lots 22 through 49 which are shown to be shared drainage swales located on the rear property lines of Lots 22 through 49.

Staff is not in support of the shallow rear yard drainage swales, as over time, the property owners are likely to fill-in the swales which will allow for surface water to flow onto adjacent properties. Additionally, staff is not in support of the shallow drainage swale that is located on the rear property lines of Lots 22 through 49. This swale will be backfilled when rear yard fences are installed.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit a revised stormwater plan the rear yard drainage system, locating a separate rear yard drainage system for Lots 22 through 35 and a separate system for Lots 36 through 49.

Additionally, rear yard drainage systems and roof drain dry wells are to be placed in a stormwater easement across all applicable lots, with a note on the stormwater plans stating that the rear yard

drainage system on Lots 1 through 78 are to be owned and maintained by the property owners of the individual Lots.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat stating that all rear yard stormwater systems are to be owned and maintained by the individual property owners of Lots 1 through 78.

Proposed Plat Note: All rear yard stormwater systems are to be owned and maintained by the individual property owners of Lots 1 through 78.

MR #6 – Runoff Treatment: The preliminary TIR addresses this requirement in Section F. The proposed development is located within the Lacamas Lake watershed and therefore all pollution-generating surfaces require phosphorus treatment. The preliminary TIR states that both pollution-generating and non-pollution-generating runoff will be treated with mechanical filter cartridge water quality manholes prior to conveyance to the underground infiltration galleries located in Tracts F and I.

Per CMC 17.19.040.C.a Storm drainage facilities shall be placed on their own tract or within an open space tract and are to be maintained by the homeowners within the development in accordance with city standards.

Staff recommends a condition of approval that prior to engineering plan approval the stormwater plans are to include a note that states that private stormwater systems located in Tracts B, D, F, I, and H, are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

MR #7 – Flow Control: The preliminary stormwater report (TIR), addresses this requirement in Section G with the utilization of underground infiltration galleries on Tracts F and I, individual downspout dry wells for Lots 1 through 78, and the rear yard shallow drainage swales for Lots 9 through 74.

Staff recommends a condition of approval that prior to engineering plan approval, the stormwater utility plans are to be submitted with specific design information for the proposed underground infiltration galleries on Tracts F and I, individual downspout dry wells for Lots 1 through 78, and the rear yard shallow drainage swales for Lots 9 through 74.

MR #8 – Wetlands Protection: Section H of the preliminary TIR sufficiently discusses the Type A III wetland that is located approximately 650-feet northwest of the proposed development. Between the proposed development and the existing wetlands are large parcels with single-family residences and outbuildings. Therefore, the proposed development does not directly nor indirectly impact the wetlands to the northwest.

MR #9 – Operation and Maintenance (O&M): The preliminary TIR did not provide an O&M manual for either the underground infiltration galleries or the mechanical water quality filter manholes. An O&M manual specific to the maintenance requirements and maintenance challenges of the infiltration galleries is to be submitted for review, as the underground infiltration galleries are not included in the City's June 2022 *Stormwater Sewer System Operations & Maintenance Manual*

Staff recommends a condition of approval that prior to engineering plan approval the final stormwater TIR is to be submitted with an O&M Manual specific to the underground infiltration galleries and the City of Camas June 2022 *Stormwater Sewer System Operations & Maintenance Manual* and the maintenance requirements for the water quality filter manholes, catch basins, etc. that are located outside of the city's right-of-way.

Per CMC 14.02.090.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two years after date of final acceptance. This

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

Prior to the end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that fully functional stormwater facilities are turned over to the Homeowners' associations (HOAs)/homeowners. At completion of the 2-year warranty period, the stormwater facilities on Tracts B, D, F, H, and I will be owned and maintained by the Homeowner's Association/homeowners.

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

- The stormwater facilities located in Tracts B, D, F, I, and H are to be owned and maintained by the property owners and/or homeowners/Homeowner Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
- Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on in Tracts B, D, F, I, and H.
- The private rear yard area drain/wet wells and/or shallow drainage diversion swales on Lots 1 through 78 are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems and easements are located.

Proposed Plat Notes:

- Lots 1 – 8 and Lots 13 – 78: A minimum 15-foot-wide stormwater easement over the roof drain dry well system and drainage swales located at rear of the lots are to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA). Construction of permanent structures with the stormwater easements are not permitted. Permanent structures include but are not limited to retaining walls, patios, play structures, trees, shrubs, etc.
- Lot 9: A minimum 10-foot-wide stormwater easement over the drainage swale located along the southern property line is to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA).
- Tract B and Lots 9-12: The stormwater catch basin, manhole, and conveyance piping located in the southwest corner are to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA).

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

Erosion Control:

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

The proposed development is composed of two parcels (178109000 and 17820900) and is approximately 8.79 acres (382,892 SF) in size.

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

Staff will provide documentation to the applicant with the approved amount and the acceptable format for ESC financial security.

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

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

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

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

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

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

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

The preliminary stormwater plans (Exhibit 7, P10.0) are proposing that after treatment via a series of mechanical treatment manholes, stormwater will be detained and released via two (2) stormwater infiltration galleries that will infiltrate stormwater runoff. The ownership and maintenance responsibility for the infiltration galleries will be the responsibility of the Homeowners Association after the two year warranty period expires.

Based on the proposed method for detaining and disposing of stormwater runoff via the infiltration galleries, the applicant is to include as a component of the erosion control plans a series of temporary detention ponds throughout the site to be used during infrastructure construction. The infiltration galleries and the mechanical treatment water quality manholes are not to be brought online until the proposed development is fully stabilized.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should be required to submit a complete set of Erosion Sediment Control (ESC) plans. The ESC plans are to include a series of temporary detention ponds throughout the site to be used during infrastructure construction. The infiltration galleries and the mechanical treatment water quality manholes are not to be brought online until the proposed development is fully stabilized.

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

Sanitary Sewage Disposal:

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

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

The preliminary composite utility plan (Exhibit 7, P9.0) dated April 15, 2025, proposes to construct a sanitary sewer force main designed to serve the proposed development from the easternmost end of Parcel No. 178109000 east through SE 8th Street to the intersection with SE Everett Road (SR 500) and south for approximately 350 feet to a connection point to be determined acceptable to the city. The approved connection point will be based on the city's Modeling Analysis for the Leadbetter Lift Station.

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

- The grinder pumps for the single-family residential lots are to be per the City's requirements.
- The applicant is required to construct a sanitary sewer force main from the proposed development to the Leadbetter Lift Station (LS), via a connection point to be determined acceptable from the City's Modeling Analysis.
- City approved grinder pumps for the single-family residences are to be owned and maintained by the individual homeowners.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should revise the sanitary sewer utility plans as follows:

- The grinder pumps for single-family residential uses are to be per the city's Camas Design Standards Manual (CDSM).
- Construct a sanitary sewer force main from the proposed development to the Leadbetter Lift Station (LS), via a connection point to be determined acceptable from the City's Modeling Analysis.
- City approved grinder pumps for the single-family residences are to be owned and maintained by the individual homeowners.

Staff recommends a condition of approval that prior to final plat approval, the applicant should include a note stating that grinder pumps installed for the single-family residences are owned and maintained by the individual homeowners.

Proposed Plat Note:

- Grinder pumps installed for the single-family residences are owned and maintained by the individual homeowners.

Staff recommends a condition of approval that prior to engineering plan approval of the proposed Camas Woods II development, the applicant should construct the offsite sanitary sewer force main from the proposed development to a connection point that is determined to be acceptable based on the City's Modeling Analysis of the Leadbetter Lift Station.

[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.

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

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

Roads:

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

Street naming is the responsibility of the Building Official. The future (street names), as shown on the preliminary site plans (Exhibit 7) dated April 15, 2025, and discussed throughout the staff report, are street names that were provided by the developer. The preliminary street names are subject to change during the engineering plan approval process.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit the final engineering plans with street names for all the proposed local roads that have been assigned and approved 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. Additionally, the full depth road section improvements are to provide a minimum 24-foot-wide paved width to allow for 2-way vehicular movements.

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

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

Proposed Interior Public Roads:

The proposed Camas Woods II development is part of the North Shore Subarea Plan and subject to the North Shore Street Standards section per CDSM.

Per the CDSM, Section III, the North Shore Subarea Plan, North Shore Local Street Standards are as follows:

- A 54-foot right-of-way width;
- 28-feet of paved width that includes two 10-foot-wide shared travel lanes for vehicles and bikes;

- An 8-foot-wide parking lane on one side of the road only
- 6-foot-wide detached sidewalks and 7-foot-wide planter strips on both sides of the road.

The preliminary plat (Exhibit 7, P3.0) dated April 15, 2025, show the following proposed interior local public roads:

- 'A' Street;
- SE 7th Avenue;
- N Johnson Street;
- 'A' Drive;
- SE 6th Avenue

The proposed interior public roads as shown on the preliminary plat meet the North Shore Subarea Local Street Standard.

Additionally, the curb radii at the intersections of the interior local roads show the minimum 25-foot curb radius, with the exception of the curb radii at the intersection of proposed local 'A' Street and SE 8th Street, which is classified as a collector. The curb radii at the intersection of proposed local road 'A' Street and SE 8th Street are shown as 35-foot curb radius on both sides of the intersection, which meets the minimum curb radius for collectors and arterials.

[Block Lengths]

Per CMC 17.19.040.B.10.b.i Block lengths shall not exceed the maximum access spacing for the roadway class per the city's design standard manual. The maximum block length for a Local Roadway Classification is 600 feet. If block lengths greater than six hundred feet are approved pursuant to CMC Section 17.19.040.B.10.b.iii., a midway pedestrian connection shall be provided.

The proposed interior local road's block length from the intersection of proposed SE 6th Avenue and N Johnson Street to the intersection of proposed SE 6th Avenue and 'A' Drive is approximately 400-feet in length, which is less than the maximum block length requirements.

[Access Spacing]

Per CDSM, Access Spacing Standards Table 3: The Access Spacing Standards for a roadway classified as a local road is a minimum of 110-feet and a maximum of 600-feet. The access spacing standard for roadways classified as collectors is 330-feet minimum and a maximum of 600-feet.

Camas Woods II is shown to take access of SE 8th Street, which is classified as a collector per the North Shore Subarea Plan. The Foursquare Gospel Church is located at the intersection of SE Everett Road and SE 8th Street. There are two existing drive accesses to the church on the north side of SE 8th Street, and there are four existing single-family driveway accesses on the south side of SE 8th Street.

The preliminary plat (Exhibit 7, P3.0) dated April 15, 2025, shows the access to the proposed development to be approximately 776-feet and 415-feet respectively east of the two access drives to the Foursquare Gospel Church. The nearest to the church is approximately 415-feet west of the access to the proposed development, which meets the access spacing standard for a collector.

If Camas Woods II is constructed prior to Camas Woods (SUB24-1002), the proposed developments primary access will be from the intersection of SE Everett Road (SR 500) and SE 8th Street. If Camas Woods II is constructed after Camas Woods (SUB24-1002), the proposed development will have access from off SE 8th Street from the west via SE Everett Road (SR 500) and SE 8th Street; and from the east off SE 8th Street through Camas Woods (SUB24-1002) whose primary access will be from NE Everett Drive.

The following discussion is based on the requirements for Camas Woods II (SUB25-1003) taking access from SE Everett Road.

Proposed SE 8th Street Extension:

The existing SE 8th Street is an unimproved road that is designated as a proposed minor road aka a collector street per the North Shore Subarea Plan. As such the road section for the proposed extension to the east of SE 8th Street is to be per the North Shore Subarea Plan, North Shore Collector Street Standard.

Per the CDSM, Section III, North Shore Subarea Plan, North Shore Collector Street Standards are as follows:

- A 60-foot-wide right-of-way width;
- 36-feet of paved width that includes two 10-foot-wide drive lanes, one in each direction, divided by a 2-foot buffer strip; and 5-foot bike lanes on each side of the road.
- 6-foot-wide detached sidewalks and 6-foot-wide planter strips on both sides of the road.

Per 17.19.040.B.1 half-width street improvements along an existing roadway is required when determined appropriate by the city engineer, shall include utility easements, pedestrian pathway, storm water drainage, street lighting and signage, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per CDSM. Additionally, the full depth road section improvements are to provide a minimum 24-foot-wide paved width to allow for 2-way vehicular movements.

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

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

The preliminary site and street plans (Exhibit 7, P8.0), dated April 15, 2025, show the proposed half-width frontage improvements and right-of-way dedication along the frontage of future SE 8th Street from the westernmost property line of Parcel No. 178209000 to the easternmost property line of Parcel No. 178109000 to meet the North Shore Collector Street Standard. The curb radii on both sides of the intersection of future SE 8th Street and proposed 'A' Street are shown to be the required 35-foot curb radius.

The existing paved segment of SE 8th Street from SE Everett Street to the westernmost property line of Parcel No. 17820900, is an unimproved road that consists of a 60-foot right-of-way width and approximately 20-feet of paved surface. East of Parcel No. 178209000, SE 8th Street transitions to a gravel road that extends to the easternmost property line of Parcel No. 178109000 and provides access to three (3) single-family residences on the south side of the future SE 8th Street improvements.

Per the pre-applicant meeting notes (PA24-1002) the existing gravel road and the three driveways are to be removed, and new asphalt driveways are to be constructed for access to each of the single-family residences. These existing gravel driveways are to be constructed to consist of a minimum 12-foot-wide paved surface, paved perpendicular to SE 8th Street. Staff also recommends that any existing mailboxes impacted by the improvements should be relocated adjacent to the new pavement. The Camas postmaster may need to be contacted by the applicant to determine the exact locations of any impacted mailboxes.

However, the preliminary site and street plans (Exhibit 7, P8.0) dated April 15, 2025, do not address any of the improvements listed in the pre-applicant notes on the south side of SE 8th Street from the

westernmost property line of Parcel No. 178209000 to the easternmost property line of Parcel No. 178109000 as stated in the pre-application meeting notes.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised engineering plans with the following improvements on the south side of SE 8th Street:

- Remove the existing gravel road at the end of SE 8th Street and the three gravel driveways on the south side of SE 8th Street.
- Construct a minimum 12-foot-wide asphalt driveway for access to each of the single-family residences.
- The new driveways are to be perpendicular to the SE 8th Street improvements and are to be paved a minimum of 20-feet south from the edge of the new pavement.
- Any existing mailboxes are to be relocated adjacent to the new paved surface.
- The Camas postmaster is to be contacted to determine the exact location of mailboxes.

Existing SE 8th Street:

Per the Camas Design Standards Manual, the minimum paved width for two-way vehicular movement is a 24-foot-wide paved surface. Per the pre-applicant meeting notes (PA24-1002) the applicant will be required to improve the existing SE 8th Street to provide the minimum 24-foot-wide paved surface from the westernmost edge of Parcel No. 178209000, Camas Woods II, to the intersection of SE 8th Street and SE Everett Street (SR 500).

However, the preliminary site and street plans (Exhibit 7, P8.0) dated April 15, 2025, do not include the required improvements from the westernmost property line of Parcel No. 178209000 to the intersection of SE 8th Street and SE Everett Road (SR 500).

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised engineering plans with the following improvements on SE 8th Street from the westernmost property line of Parcel No. 178209000 to the intersection with SE Everett Road (SR 500):

- Provide a minimum 24-foot-wide paved surface.
- Additional pavement width may be required at the intersection of SE 8th Street and SE Everett Road (SR 500) to allow for right and left-turn movements.
- Ensure that the two existing driveway accesses to the Grace Foursquare Church remain unobstructed.
- The existing community mailbox located on the south side of SE 8th Street is to be relocated adjacent to the new paved surface or as determined by the Camas postmaster.

[Private Roads]

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

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

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

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

Proposed Tract B – Private

The preliminary site and street plans dated April 15, 2025 (Exhibit 7, P8.0) shows Tract B providing access to four dwellings units (Lots 9-12), to be 24-feet-wide with a 20-foot-wide paved surface with 2-feet of clearance on both sides of the paved surface. Proposed Tract B is approximately 130-feet in length as measured from the centerline of proposed SE 7th Avenue and proposed 'A' Street. The required 25-foot minimum curb radius is not shown on either side of the private road.

Staff recommends a condition of approval that prior to engineering plan approval the applicant should be required to revise the site and street plans to include the required minimum 25-foot curb radii on both sides of Tract B.

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

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

[Street lighting]:

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

The locations for streetlights are to be coordinated with the locations of other site features, such as street trees, driveways, water meter boxes, 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 should be required to be shown on the engineering plans, the utility plans, and landscape plans. Additionally:

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

[Street Trees]:

CMC 17.19.030(F)(1) requires each dwelling unit to be landscaped with at least one 2-inch caliper tree in the planter strip of the right-of-way, or similar location in the front yard of each dwelling unit. As not all required street trees can be placed within the planter strip in front of each lot, staff finds that lots without a street tree in the planter strip directly adjacent to their frontage shall be required to plant one tree within the front yard.

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

[Other Improvements]:

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

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should be required to submit with the civil construction application all block retaining walls that are not part of a building foundation, for review and approval. The block retaining wall plans are to include the retaining wall locations, plans, profiles, and wall sections, as well as the structural calculations.

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

[ROW Dedications]:

The applicant will be required to dedicate sufficient right-of-way for construction of the following proposed public roads: 'A' Street; N Johnson Street; 'A' Drive; SE 6th Avenue; and SE 8th Street. Additional right-of-way dedication may be required for construction of left and/or right turn lanes at the intersection of SE 8th Street and SE Everett Street (SR 500).

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

[Easements]:

Staff recommends a condition of approval that prior to final plat approval, the following easements are to be recorded on the final plat for the proposed development:

- The 6-foot public utility easement (PUE) is to be located outside of the right-of-way along all the future public roads.
- A utility access and maintenance easement to the city, for the sanitary sewer system in private street Tracts B.
- A right-of-entry is to be granted to the city for stormwater inspection purposes of the stormwater facilities located in Tracts D, F, and I.
- A public pedestrian access easement over the proposed paths located in Tracts C, D, and F.
- The storm facilities located in Tracts D, F, H, and I are to be owned and maintained by the property owners, individual homeowners and/or Homeowners' Association (HOA) with a right-of-entry easement granted to the city for the purpose of inspection.
- Lots 1 – 8 and Lots 13 – 78: A minimum 15-foot-wide stormwater easement over the roof drain dry well system and drainage swales located at rear of the lots, noted on the preliminary stormwater plan (Exhibit 7, P10) for the benefit of Lots 1 through 78, are to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA). Construction of permanent structures with the stormwater easements are not permitted. Permanent structures include but are not limited to retaining walls, patios, play structures, trees, shrubs, etc.
- Lot 9: A minimum 10-foot-wide stormwater easement over the drainage swale located along the southern property line is to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA).
- Tract B and Lots 9-12: The stormwater catch basin, manhole, and conveyance piping located in the southwest corner are to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA).
- A 100-foot-wide BPA Easement located in Tract D, Open Space.

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

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

Dimensional Standards

The parcel is zoned North Shore High-Density Residential (HD-NS) and must follow the dimensional standards per CMC 18.09.050 Table 1.

[Density]: The minimum density permitted is 10 units per acre for a total of 72 units. The maximum density is 18 units per acre for a total of 129 units. The applicant is proposing 78 units. Staff finds the density requirements are met for the proposal.

[Lot Dimensions]: The North Shore High-Density zone requires lots to be a minimum of 20 feet wide, 60 feet deep, and 1,800 square feet total. Each proposed lot will be no less than 20 feet wide, 95 feet deep, and a total of 1,900 square feet. Staff finds the lot sizes meet the required lot dimensional standards.

[Lot Coverage]: The maximum lot coverage is 65%. Staff finds this shall be listed as a plat note.

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

The parcels to the north and east are zoned North Shore Low Density Residential. Therefore, the lots within the proposed development that border this zone shall be the largest size permitted in the North Shore High Density zone. However, the High-Density zone does not have a maximum lot size limitation. Therefore, staff finds the beveling requirements are not applicable.

[Setbacks]: The required setbacks for lots in the North Shore High-Density zone are as follows:

- Minimum Front Yard: 10 feet
- Minimum Front Yard at Garage: 20 feet
- Minimum Side Yard: 3 feet unless attached, then assume zero lot line
- Minimum Rear Yard: 10 feet

The setbacks shown on the preliminary plat meet the required setbacks. Staff finds the setbacks shall be shown on the final plat.

FINDING: Staff finds the proposed lot sizes can conform to the requirements of the North Shore High Density zone as conditioned.

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

Landscaping

[General Landscaping]: Per CMC 18.13.055 Table 1, landscape buffering is not required for single family homes. Per CMC 17.19.030.F.6 stormwater facilities and other visible facilities shall be required to include a ten foot L2 landscaped buffering in accordance with criteria in the Camas Design Standards Manual if within thirty feet of any street or accessory structure. The storm facility is approximately 35

feet from SE 7th Avenue. Staff finds if the storm facility is within 30 feet of the street or an accessory structure, then a ten-foot L2 landscaped buffer is required.

[Double Frontage Lots]: Per CMC 17.19.030.D.6.a., double frontage lots require a ten-foot-wide landscape tract with trees, shrubs, and groundcover. Lots 1-8 and 75-78 along SE 8th Street are considered double frontage lots. The preliminary plans show Tract A and Tract J as a ten-foot-wide tract with trees. However, shrubs and ground cover are required and shall be shown on the landscape plan. Staff recommends a condition of approval that shrubs and groundcover per the double frontage lot standards be shown on the landscape plan.

[Tree Density]: A minimum of 30 tree units (TU) per net developable acre is required for residential developments per CMC 18.13.051(A) Table 1 – *Required Tree Density* and should be incorporated into the overall landscape plan. The entire site is approximately 6.08 acres. Per CMC 18.03.040 *“developed/net acreage means the total acreage of a land use development exclusive of open space and critical areas.”* The open space and critical area tracts account for approximately 1.62 acres. Therefore, the net developable acreage is 7.18 acres, requiring 215 TUs. The arborist report recommends removal of the proposed trees due to grading impacts, tree health, and windthrow potential. The tree report indicates that 373 TUs will be retained which accounts for over half of the required TUs. There will be an additional 81 trees (78 street trees and 3 site trees) planted for a total of 454 TUs. Per the North Shore standards, 50% of the tree density must be retained on site. The required tree density for the site is 215 TUs and the applicant is retaining 373 TUs. Staff finds this requirement is met.

Staff recommends a condition of approval that the arborist report is followed. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City’s Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping should be installed or bonded prior to final acceptance per CMC 17.19.030.F.3. Street trees adjacent to lots should be installed prior to final occupancy or bonded for per CMC 17.19.030.F.4.

Parking

Per CMC 18.11.130, two parking spaces per single family dwelling or row house is required. The proposal for 78 attached single-family homes includes a garage and a driveway to provide two spaces. Staff finds the one car garage and the driveway meets the minimum parking requirements of two spaces.

Per CMC 17.07.040.B.10.e., when the proposed development's average lot size is 7,400 square feet or less, one additional off-street parking space shall be required for every five units. These spaces are intended to be located within a common tract. The proposal includes an average lot size less than 7,400 and a total of 78 units. If one space is required for every five units, then 16 additional off street parking spaces are required. The applicant is proposing 16 off-street parking spaces with Tract C, F, and I. Staff finds the off-street parking space requirements are met.

Landscaping is required around the perimeter of parking areas per CMC 18.13.060.A. The parking area in Tract G has perimeter landscaping along the perimeter of the parking stalls, however, the landscaping does not wrap around the entire parking area, which includes the west and north side of the drive isle. Staff finds parking perimeter landscaping is required along the west and north side of the drive isle in Tract G.

Retaining Walls:

CMC 18.17.060 allows for retaining walls up to 6 feet, unless approved by the Director.

Exterior retaining walls facing the public right-of-way will be required to be “set back a distance of one foot for every foot in height of a fence in excess of allowed height” per CMC 18.17.060.D. and provide additional landscaping consisting of groundcover, shrubs, and trees. A condition is warranted.

The following retaining walls require a separate building permit application and inspections by the building department:

- Retaining walls that are part of a building foundation.
- Standalone poured in-placed concrete and rebar retaining walls.

The following are retaining walls require a submittal and inspections by development engineering:

- Retaining walls that are not part of a building foundation, and are constructed during the civil site improvements, are to be submitted to development engineering for review, approval, and construction inspection.

Signage

If signs are proposed, they must meet CMC 18.15 and may require a building permit.

FINDING: Staff finds that this development, as conditioned, can or will meet any design, shape, and orientation standards of the proposed lots.

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

Traffic Impact Analysis/Study

The applicant’s SEPA checklist (Exhibit 11) was submitted with the land-use application in April 2025. WSDOT requires an ICE for intersection improvements on state routes (SRs). The proposed improvements for Camas Woods II include the intersection of SR 500 (NE Everett Street) and SE 8th Street. The applicant included the WSDOT required ICE Report in the list of prepared or to be prepared environmental information in Section 8 of the SEPA Checklist.

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

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

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

Based on the Transportation Impact Study (TIS) (Exhibit 6), dated April 2025, and prepared by Kittelson & Associates, the proposed development will generate approximately 544 ADTs, which triggered the requirement for a TIS. The number of ADTs are based Land-Use Code (LUC) 215 for single-family attached homes.

[Trip Generation and Distribution]:

As shown on Table 2 – Estimated Site Trip Generation (page 6) in the TIS (Exhibit 6), the following Land-Code and number of dwelling units provided the average daily trips (ADTs) and the number of AM and PM peak hour trips based on the 11th Edition ITE Trip Generation Manual.

- Land-Use Code 215 – single-family attached, 78 units = average 544 ADTs, for a total of 35 AM Peak Hour Trips (9 In / 29 out); and a total of 43 PM Peak Hour Trips (25 In / 18 out).

[Capacity Analysis]:

City of Camas Concurrency Review:

The City of Camas has reviewed the Transportation Impact Study (TIS) and concur with the failing intersections noted below. The intersections noted below are identified in Table 3 - Projected Weekday AM Peak Hour Study Intersection Operations Summary (Exhibit 6, page 14) and in Table 5 – Projected Weekday PM Peak Hour Study Intersection Operations Summary (Exhibit 6, page 17).

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

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

Staff would note that the applicant's traffic engineer assumes in the TIS that a roundabout is installed at NE Everett Street and NE Everett Drive. While a traffic signal or roundabout installation is required by the preliminary plat approval for Camas Woods I, improvements have yet to be installed. Staff recommends that these improvements should be required prior to final acceptance of the construction of Camas Woods II. Staff finds that a condition is warranted.

Staff recommends a condition of approval that prior to final acceptance the intersection improvements at NE Everett Street and NE Everett Drive should be constructed.

NW Lake Road & NW Sierra Street

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

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

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

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

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

[City of Camas Proportionate Shares]:

Proportionate share calculations for NW Lake Road & NW Sierra Street

Traffic Signal Construction Cost (per MacKay Sposito Alternatives Analysis – Cost Estimate, dated October 30, 2023 (Exhibit 37) = \$995,000 x 1.36 (contingency and time escalation factor) = \$1,353,000

- Total New PM Peak Hour Trips Entering Intersection (per DKS Technical Memorandum, dated September 22, 2023, Table 6) (Exhibit 38) = 2,230 (Total 2045) – 1,279 (Total 2023) = 951
- Cost per New PM Peak Hour Trip = \$1,353,000/951 = \$1,423 per New PM Peak Hour Trip
- Camas Woods II site generated PM Peak Hour Trips Entering Intersection = 9 (per Kittelson TIS)
- Camas Woods II Proportionate Share Contribution = \$1,423 x 9 = \$12,807.00.

Staff finds a condition of approval is warranted that prior to final acceptance of Camas Woods II, the proportionate share amount that should be paid is calculated at \$12,807.00 for the NW Lake Road and NW Sierra Street Intersection improvements.

[City of Vancouver Proportionate Shares]:

The City of Vancouver has identified a list of proportionate share intersections that require the number of PM Peak Hour Trip distributions to be identified. Per Table 6, page 21, City of Vancouver Proportionate Share Fee Summary, the proposed Camas Woods II is projected to add 2 weekday PM Peak Hour Trips to the proportionate share intersection of NE 192nd Avenue and NE 13th Street from the proposed development.

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

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

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
SE 192 nd Ave & NE 13 th Street	\$400 per PM peak hour trip	2	\$800.00
Total Proportionate Share Cost			\$800.00

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

[Collision Data]:

Per the TIS (Exhibit 6), *“There were no reported fatal crashes at the study intersections.*

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

[Site Distance Triangles]:

Staff recommends a condition of approval that prior to engineering plan approval, the street plans and the landscape plans are to include site distance triangles on the street improvement plans and the landscape plans at the following proposed intersections:

- SE 8th Street and 'A' Street
- 'A' Street and SE 7th Avenue
- SE 7th Avenue and 'A' Drive
- SE 7th Avenue and N Johnson Street;
- N Johnson Street and SE 6th Avenue
- 'A' Drive and SE 6th Avenue

The Summary of Findings and Recommendations are addressed on pages 22 through 24 of the Traffic Impact Study (Exhibit 6) and as noted below:

SUMMARY OF FINDINGS:

- By the future opening year 2030, the following study intersections are projected to not satisfy the applicable performance metrics:
 - NE 232nd Avenue/NE 28th Street (Intersection #1): AM peak hour LOS F operations with a V/C > 1.0;
 - NE 242nd Avenue/NE 28th Street (Intersection #2): PM peak hour LOS F operations with a V/C > 1.0;
 - NE Everett Street/NE 15th Avenue (Intersection #9): PM peak hour LOS F operations with a V/C = 0.97;
 - NE Everett Street/NE 14th Avenue (Intersection #10): PM peak hour LOS F operations with a V/C = 0.78; and
 - NW Sierra Street/NW Lake Road (Intersection #15): School PM peak hour LOS F operations with a V/C = 0.45 and PM peak hour LOS F operations with a V/C = 0.99.
- The proposed development adds one or more site-generated trips to each of the study intersections listed above that do not satisfy the applicable performance metrics prior to site development.
- The following site development impacts and potential mitigation considerations were identified.
 - NE 232nd Avenue/NE 28th Street (Intersection #1): AM peak hour LOS F operation with a V/C > 1.0
 - CCC Section 40.350.020.G.1.c.1 requires a proposed development provide mitigation when five (5) or more peak hour trips are added to a failing intersection approach on a regionally significant intersection.
 - The proposed site development is projected to add no (0) weekday AM peak hour trips to the stop controlled northbound approach when the Clark County LOS standard is not met. **Staff concurs.**
 - NE 242nd Avenue/NE 28th Street (Intersection #2): PM peak hour LOS F operations with a V/C > 1.0
 - Implementation of interim all-way stop control at the intersection would provide acceptable operations during the weekday PM peak hour with site trips added (southbound approach LOS D with a V/C ratio of 0.83, overall intersection LOS C).
 - In the longer-term, installation of a roundabout or other alternative traffic control device and/or turn lanes may be appropriate.

Staff finds that prior to final acceptance the applicant should install all-way stop control at the intersection of NE 242nd Avenue and NE 28th Street if deemed necessary by WSDOT. A condition of approval is warranted.

- NE Everett Street/NE 15th Avenue (Intersection #9): PM peak hour LOS F operations with a V/C = 0.97
 - No inbound site-generated trips are projected to be added to the failing eastbound approach which remains under-capacity.
 - There are intersections further to the north that drivers can use as alternative routes (including but not limited to NE 17th Avenue, NE 19th Avenue and NE 21st Avenue to the north). **Staff concurs. No mitigation is recommended.**
- NE Everett Street/NE 14th Avenue (Intersection #10): PM peak hour LOS F operations with a V/C = 0.79.
 - No inbound site-generated trips are projected to be added to the failing eastbound approach which remains under-capacity.
 - There are intersections further to the north that drivers can use as alternative routes (including but not limited to NE 17th Avenue, NE 19th Avenue and NE 21st Avenue to the north). **Staff concurs. No mitigation is recommended.**
- NW Sierra Street/NW Lake Road (Intersection #15): School PM peak hour LOS F operations with a V/C = 0.45 and PM peak hour LOS F operations with a V/C = 1.0.
 - The City of Camas is currently advancing design plans to construct a roundabout at the intersection but the funding for and timing of the roundabout construction was unknown at the time this report was prepared.
 - It may be appropriate for the Camas Woods 2 development to financially contribute towards the planned future roundabout through payment of a future Traffic Impact Fee methodology that incorporates the roundabout cost or a proportional share mitigation assessment program. **See calculations and recommended condition of approval 'prior to final acceptance' above.**
- City of Vancouver, NE 192nd Avenue/NE 13th Street:
 - The proposed site development is projected to add 2 weekday PM peak hour trips to the 192nd Avenue/NE 13th Street intersection in the City of Vancouver where proportional share mitigation payments are assessed. **Staff concurs. See calculation chart and the recommended condition of approval 'prior to final acceptance' above.**

RECOMMENDATIONS:

Based on the traffic operations analysis findings, we recommend the following traffic control changes in conjunction with the proposed Camas Woods 2 site development.

- Construct a southbound left-turn lane on SE Everett Road (SR 500) at SE 8th Street with at least 100 feet of storage. **Staff concurs. A condition of approval prior to engineering plan approval is warranted.**
- Make a proportional mitigation contribution to the City of Camas planned NW Sierra Street/NW Lake Road roundabout project.
 - Pending City direction, the contribution could be made through (1) payment of a future Traffic Impact Fee (TIF) that incorporates the roundabout cost or (2) via a proportional share mitigation assessment program should the City choose to implement a cost sharing assessment methodology for the roundabout project (we understand City staff anticipates the future TIF program will in part fund the planned roundabout). **Staff concurs. A condition of approval prior to final**

acceptance is warranted.

- Collaborate with WSDOT to identify and implement (if construction is required) capacity mitigation at the NE 242nd Avenue/NE 28th Street intersection in conjunction with site development.
 - Potential options identified to explore with WSDOT include but are not limited to implementation of an interim all-way stop control or payment of a proportional share contribution to a future intersection capacity improvement. ***Staff concurs. A condition of approval prior to final acceptance is warranted.***
- Post a STOP (R1-1) sign southbound on the new public street approach (“A” Street) to SE 8th Street within the project site in accordance with applicable City standards and the *Manual on Uniform Traffic Control Devices* (MUTCD). ***Staff concurs.***
- Subject to City of Vancouver concurrence and final residential unit count confirmation, pay \$800 in proportionate share contributions to the 192nd Avenue/NE 13th Street intersection as identified per City of Vancouver requirements. ***Staff concurs. A condition of approval prior to final acceptance is warranted.***
- Locate and maintain site landscaping, above-ground utilities, and site signage within the site as well as at the site driveways to provide adequate intersection sight distance per applicable City requirements. ***Staff concurs. A condition of approval prior to engineering plan approval is warranted.***
- Contribute financially to the NE Everett Street/NE Everett Drive intersection roundabout design and construction if a reimbursement mechanism is identified for the new roundabout in conjunction with Camas Woods land use entitlement. ***Staff does not concur with this recommendation. A roundabout or signal is to be constructed at this intersection.***

The analysis findings presented in this study are predicated on the assumption that the Camas Woods project has reconstructed the NE Everett Street/NE Everett Drive intersection to a three-approach single lane roundabout in conjunction with site development prior to Camas Woods 2 site development.

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

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

Per CMC 14.02.090.A.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two (2) years after the date of final acceptance. This maintenance period shall run concurrently with the city's required two-year warranty period that begins at final acceptance.

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

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

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

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

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

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

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

Chapter 18.19 Design Review

Per CMC 18.19.020., design review is required for all developments within the North Shore area. As there are no proposed buildings elevations at this time, staff recommends a condition that design review be required prior to building permit issuance.

PUBLIC COMMENTS

As of the writing of this staff report, staff one written public comments from the Department of Archaeology and Historic Preservation regarding an inadvertent discovery plan. The comment is addressed throughout the staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that Camas Woods Phase II (SUB25-1003) should be approved because it does comply with the applicable standards if all the conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the preliminary plat of Camas Woods Phase II (SUB25-1003) 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](http://www.cityofcamas.us/Permits/Civil%20Construction%20Application).
6. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
 - a. Payment of the 1% plan review (PR) fee is required prior to start of initial plan review. Staff will review the preliminary engineer's estimate and invoice the applicant via the online portal.
 - b. Payment of the 2% construction inspection (CI) fee is required prior to final plan approval. Staff will invoice the applicant via the online portal.
 - c. Under no circumstances will the applicant be allowed to begin land-disturbing activities prior to engineering plan approval.
7. If applicable, existing wells, septic tanks, and septic drain fields shall be decommissioned in accordance with state and county guidelines per CMC 17.19.020.
8. Prior to any land-disturbing activities of an acre or more, the applicant shall submit a copy of the *NPDES General Construction Stormwater Permit (GCSWP)*, which is issued by the Washington State Dept. of Ecology, and the *Stormwater Pollution Prevention Plan (SWPPP)*, which is required as a component of the NPDES GCSWP permit.
9. Prior to commencing any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond in the amount of 200% of the cost for erosion control (ESC) measures, per CMC 14.06.200. Staff will provide a letter to the applicant with the required ESC amount.
10. If any item of archaeological interest is uncovered during a permitted land-disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
11. A building permit shall be required prior to commencement of construction of a building structure.
12. At the time of building permit approval, the applicant shall pay the appropriate impact fees in accordance with the provisions of CMC 3.88.
13. 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.
14. 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.
15. 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.

16. 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.
17. 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.
18. The applicant will be responsible for maintenance of all private improvements, including but not limited to stormwater facilities Tracts and easements, Open Space Tracts, parking areas, landscaping and irrigation, and any retaining walls.
19. The applicant shall comply with the recommendations of the geotechnical report from Columbia West Engineering (CWE), dated February 18, 2025.
20. Unless construction of this site commences within five (5) years of issuance of this decision, this permit will expire.

Special Conditions of Approval:

Planning:

21. All signage shall meet the requirements in CMC 18.15.
22. Retaining walls shall meet CMC 18.17.060.

Prior to Engineering Plan Approval:

Planning:

23. If the storm facility is within 30 feet of the street or an accessory structure, then a ten-foot L2 landscaped buffer shall be required.
24. Shrubs and groundcover per the double frontage lot standards shall be shown on the landscape plan.
25. Staff recommends that the applicant follow the recommendations in the arborist report.
26. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 shall be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City's Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping should be installed or bonded 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.
27. Landscaping along the west and north side of the drive isle in Tract G shall be shown on the final landscape plan.

Engineering:

[Water]

28. Prior to engineering plan approval, the applicant shall submit revised water utility plans showing a minimum 1-inch water service from the water main to Lot 13 with the water meter box installed in the planter strip along the frontage of Lot 13.

29. Prior to engineering plan approval, the applicant shall submit revised water utility plans showing the water utility easement over the water meters and meter boxes located in Tract B for Lots 9, 10, 11, and 12.
30. Prior to engineering plan approval, the applicant is to work with Engineering and the Fire Marshal's Office to determine if a fire hydrant is required at the dead-end of proposed N Johnson Street.

[Irrigation]

31. Prior to engineering plan approval, the applicant shall submit revised water utility and landscape plans that are to include the following:
 - a. The location and size of all irrigation meters.
 - b. If the irrigation meter is applicant requests a smaller irrigation meter than what is shown on the approved plans, the applicant may be required to pay a restocking fee.
 - c. The irrigation meter/s and backflow prevention devices are to be located at the right-of-way.
32. Irrigation meters for the benefit of landscaping are required in all the Open Space Tracts and are to be owned and maintained by the property owner and/or Homeowners' Association (HOA). The following note is to be added to the water utility plans and the landscape plans:
 - a. The irrigation system is to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

[Storm Drainage]

33. MR #1: Prior to engineering plan approval, the applicant shall submit a revised stormwater plans with a note stating that all components of the stormwater system that are located outside of the city's right-of-way which may include as catch basins, conveyance piping, storm manholes, or water quality manholes are to be owned and maintained by the Homeowners Association (HOA).
34. MR #1: Prior to engineering plan approval, the applicant shall submit a complete set of stormwater plans for review and approval, per MR #1 of the TIR. The revised stormwater plans are to include access roads to Tracts D, F, and I for purposes of maintenance and inspections. The access roads are to be a minimum of 10-feet-wide and constructed of hard surfaces, e.g. rock or asphalt.
35. MR #3: Prior to engineering plan approval, 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.
36. MR #4: Prior to engineering plan approval, the final TIR is to be is to address Minimum Requirement #4, Preservation of Natural Drainage Systems and Outfalls, per Ecology's *2024 Stormwater Management Manual for Western Washington* and resubmitted for review.
37. MR #5: Prior to engineering plan approval, the applicant shall submit a revised stormwater plan the rear yard drainage system, locating a separate rear yard drainage system for Lots 22 through 35 and a separate system for Lots 36 through 49. Additionally, rear yard drainage systems and roof drain dry wells are to be placed in a stormwater easement across all applicable lots, with a note on the stormwater plans stating that the rear yard drainage system on Lots 1 through 78 are to be owned and maintained by the property owners of the individual Lots.

38. MR #6: Prior to engineering plan approval, the stormwater plans are to include a note that states that private stormwater systems located in Tracts B, D, F, I, and H, are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
39. MR #7: Prior to engineering plan approval, the stormwater utility plans are to be submitted with specific design information for the proposed underground infiltration galleries on Tracts F and I, individual downspout dry wells for Lots 1 through 78, and the rear yard shallow drainage swales for Lots 9 through 74.
40. MR #9: Prior to engineering plan approval, the final stormwater TIR is to be submitted with an O&M Manual specific to the underground infiltration galleries and the City of Camas June 2022 *Stormwater Sewer System Operations & Maintenance Manual* and the maintenance requirements for the water quality filter manholes, catch basins, etc. that are located outside of the city's right-of-way.

[Erosion Control]

41. Prior to engineering plan approval, the applicant shall submit a complete set of Erosion Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.
42. Prior to engineering plan approval, the applicant shall submit a complete set of Erosion Sediment Control (ESC) plans. The ESC plans are to include a series of temporary detention ponds throughout the site to be used during infrastructure construction. The infiltration galleries and the mechanical treatment water quality manholes are not to be brought online until the proposed development is fully stabilized.

[Sanitary Sewage Disposal]

43. Prior to engineering plan approval, the applicant shall revise the sanitary sewer utility plans as follows:
 - a. The grinder pumps for single-family residential uses are to be per the city's Camas Design Standards Manual (CDSM).
 - b. Construct a sanitary sewer force main from the proposed development to the Leadbetter Lift Station (LS), via a connection point to be determined acceptable from the City's Modeling Analysis.
 - c. City approved grinder pumps for the single-family residences are to be owned and maintained by the individual homeowners.
44. Prior to engineering plan approval of the proposed Camas Woods II development, the applicant shall construct the offsite sanitary sewer force main from the proposed development to a connection point that is determined to be acceptable based on the City's Modeling Analysis of the Leadbetter Lift Station.

[Roads]

45. Prior to engineering plan approval, the applicant shall submit the final engineering plans with street names for all the proposed local roads that have been assigned and approved by the Building Official.

[Public Roads]

Proposed SE 8th Street Extension:

46. Prior to engineering plan approval, the applicant shall submit revised engineering plans with the following improvements on the south side of SE 8th Street:

- a. Remove the existing gravel road at the end of SE 8th Street and the three gravel driveways on the south side of SE 8th Street.
- b. Construct a minimum 12-foot-wide asphalt driveway for access to each of the single-family residences.
- c. The new driveways are to be perpendicular to the SE 8th Street improvements and are to be paved a minimum of 20-feet south from the edge of the new pavement.
- d. Any existing mailboxes are to be relocated adjacent to the new paved surface.
- e. The Camas postmaster is to be contacted to determine the exact location of mailboxes.

Existing SE 8th Street:

47. Prior to engineering plan approval, the applicant shall submit revised engineering plans with the following improvements on SE 8th Street from the westernmost property line of Parcel No.

178209000 to the intersection with SE Everett Road (SR 500):

- a. Provide a minimum 24-foot-wide paved surface.
- b. Additional pavement width may be required at the intersection of SE 8th Street and SE Everett Road (SR 500) to allow for right and left-turn movements.
- c. Ensure that the two existing driveway accesses to the Grace Foursquare Church remain unobstructed.
- d. The existing community mailbox located on the south side of SE 8th Street is to be relocated adjacent to the new paved surface or as determined by the Camas postmaster.

[Private Roads]

Proposed Tract B – Private

48. Prior to engineering plan approval, the applicant shall be required to revise the site and street plans to include the required minimum 25-foot curb radii on both sides of Tract B.

[Utilities, Street Lighting, Street Trees, and Other Improvements]

[Street lighting]

49. Prior to engineering plan approval all streetlight locations shall be required to be shown on the engineering plans, the utility plans, and landscape plans. Additionally:

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

[Street Trees]

50. Lots without a street tree in the planter strip directly adjacent to their frontage shall be required to plant one tree within the front yard.

[Other Improvements – Retaining Walls]

51. Prior to engineering plan approval, the applicant shall be required to submit with the civil construction application all block retaining walls that are not part of a building foundation, for review and approval. The block retaining wall plans are to include the retaining wall locations, plans, profiles, and wall sections, as well as the structural calculations.

[Traffic Impact Analysis/Study]

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

[Site Distance Triangles]

53. Prior to engineering plan approval, the street plans and the landscape plans are to include site distance triangles on the street improvement plans and the landscape plans at the following proposed intersections:
- a. SE 8th Street and 'A' Street
 - b. 'A' Street and SE 7th Avenue
 - c. SE 7th Avenue and 'A' Drive
 - d. SE 7th Avenue and N Johnson Street;
 - e. N Johnson Street and SE 6th Avenue
 - f. 'A' Drive and SE 6th Avenue

SE Everett Road (SR 500) at SE 8th Street

54. Prior to engineering plan approval, the applicant is to submit revised street and site plans that includes a dedicated southbound left-turn lane with a minimum 100-feet of vehicular storage at the intersection of SE Everett Road (SR 500) and SE 8th Street.

Prior to Land-Disturbing Activities:

Engineering:

[Storm Drainage]

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

[Erosion Control]

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

Prior to Final Plat Approval:

Planning:

59. An inadvertent discovery plan shall be created and submitted to staff and be kept on site.
60. The setbacks shall be shown on the plat.

Engineering:

[Water]

61. Prior to final plat approval, the applicant shall provide a water utility easement over the water meters and meter boxes located in Tract B for Lots 9, 10, 11, and 12.
62. Prior to final plat approval, the applicant shall add a note to the final plat stating that Irrigation meters for the benefit of landscaping are required in all the Open Space Tracts and are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

[Storm Drainage]

63. Prior to final plat approval the applicant shall be required to add a note stating that "all components of the stormwater system located outside of the city's right-of-way, which may include catch basins, conveyance piping, storm manholes, or water quality manholes are to be owned and maintained by the Homeowners Association (HOA)".
64. Prior to final plat approval, a note is to be added to the plat stating that all rear yard stormwater systems are to be owned and maintained by the individual property owners of Lots 1 through 78.
65. Prior to final plat approval the following notes shall be added to the final plat stating the following:
 - a. The stormwater facilities located in Tracts B, D, F, I, and H are to be owned and maintained by the property owners and/or homeowners/Homeowner Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
 - b. Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on in Tracts B, D, F, I, and H.
 - c. The private rear yard area drain/wet wells and/or shallow drainage diversion swales on Lots 1 through 78 are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems and easements are located.

[Sanitary Sewage Disposal]

66. Prior to final plat approval, the applicant shall include a note stating that the grinder pumps for the single-family residences are owned and maintained by the individual homeowners.

[Easements]

67. Prior to final plat approval, the following easements are to be recorded on the final plat for the proposed development:
 - a. The 6-foot public utility easement (PUE) is to be located outside of the right-of-way along all the future public roads.
 - b. A utility access and maintenance easement to the city, for the sanitary sewer system in private street Tracts B.
 - c. A right-of-entry is to be granted to the city for stormwater inspection purposes of the stormwater facilities located in Tracts D, F, and I.
 - d. A public pedestrian access easement over the proposed paths located in Tracts C, D, and F.
 - e. The storm facilities located in Tracts D, F, H, and I are to be owned and maintained by the property owners, individual homeowners and/or Homeowners' Association (HOA) with a right-of-entry easement granted to the city for the purpose of inspection.
 - f. Lots 1 – 8 and Lots 13 – 78: A minimum 15-foot-wide stormwater easement over the roof drain dry well system and drainage swales located at rear of the lots, noted on the preliminary stormwater plan (Exhibit 7, P10) for the benefit of Lots 1 through 78, are to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA). Construction of permanent structures with the stormwater easements

- are not permitted. Permanent structures include but are not limited to retaining walls, patios, play structures, trees, shrubs, etc.
- g. Lot 9: A minimum 10-foot-wide stormwater easement over the drainage swale located along the southern property line is to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA).
 - h. Tract B and Lots 9-12: The stormwater catch basin, manhole, and conveyance piping located in the southwest corner are to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA).
 - i. A 100-foot-wide BPA Easement located in Tract D, Open Space.

Prior to Final Acceptance:

Engineering:

[Existing Wells, Septic Tanks and Septic Drain Fields]

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

[Roads]

69. Prior to final acceptance the intersection improvements at NE Everett Street and NE Everett Drive shall be constructed.
70. Prior to final acceptance of Camas Woods II, the applicant shall be required to pay a proportionate share based on the cost of construction of a traffic signal at the intersection of NW Lake Road and NW Sierra Street. This share would be used to pay for a portion of the intersection improvements at this location.
71. Prior to final acceptance of Camas Woods II, the proportionate share amount that shall be paid is calculated at \$12,807.00 for the NW Lake Road and NW Sierra Street Intersection improvements.
72. Prior to final acceptance of Camas Woods II, the applicant shall be required to pay the proportionate share amount of \$800.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.
73. Prior to final acceptance the applicant shall install all-way stop control at the intersection of NE 242nd Avenue and NE 28th Street if deemed necessary by WSDOT.

Prior to Building Permit Issuance:

Planning:

74. Design review shall be required prior to building permit issuance.

Proposed Plat Notes

1. The maximum lot coverage is 65%.
2. Irrigation meters for the benefit of landscaping are required in all the Open Space Tracts and are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
3. All components of the stormwater system located outside of the city's right-of-way, which may include catch basins, conveyance piping, storm manholes, or water quality manholes are to be owned and maintained by the Homeowners Association (HOA).
4. Lots 1 – 8 and Lots 13 – 78: A minimum 15-foot-wide stormwater easement over the roof drain dry well system and drainage swales located at rear of the lots are to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA). Construction of permanent structures with the stormwater easements are not permitted. Permanent structures include but are not limited to retaining walls, patios, play structures, trees, shrubs, etc.
5. Lot 9: A minimum 10-foot-wide stormwater easement over the drainage swale located along the southern property line is to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA).
6. Tract B and Lots 9-12: The stormwater catch basin, manhole, and conveyance piping located in the southwest corner are to be owned and maintained by the adjacent property owners and/or the Homeowners' Association (HOA).
7. Grinder pumps installed for the single-family residences are owned and maintained by the individual homeowners.