



STAFF REPORT

File No. SUB26-1011

(Consolidated files: Critical Area, SEPA, and Archeology Review)

Report Date: August 24, 2026

TO	Hearings Examiner	HEARING DATE	September 2, 2026 at 4:00 PM
PROPOSAL	To subdivide 6.98 acres into 32 single family lots.		
LOCATION	The site is located at 27429 SE 15TH ST in the SW ¼ Section 36, Township 2 North, Range 3 East of the Willamette Meridian; and described as tax parcel 178413000.		
APPLICANT/ OWNER	AKS Engineering & Forestry LLC 9600 NE 126th Ave Suite 2520 Vancouver, WA 98682	OWNER	Uhacz Family Trust 1918 SE 283RD AVE Camas, WA 98607
APPLICATION SUBMITTED	March 13, 2026	APPLICATION COMPLETE	May 5, 2026
SEPA	The City issued a SEPA Determination of Non-Significance (DNS) on 6/18/2026, with a comment period that ended on 7/2/2026. The SEPA DNS was mailed to property owners and published in the Post Record on 6/18/2026. Legal publication #1108300.		
PUBLIC NOTICES	A Notice of Application and Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on 8/6/2026. Legal publication #1118430.		

APPLICABLE LAW: The application was submitted on 3/13/2026, 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 6.98 acres into 32 lots zoned Single-Family Residential (R-6). The site currently has one single family residence. The proposal includes stormwater, private streets, landscaping, and parking tracts.

The subject site is bordered to the north and west by unincorporated Clark County jurisdiction. To the east and south are single family homes zoned single-family residential (R-6).

The proposed Preliminary Plat 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 Determination of Non-Significance (DNS) was issued on June 18, 2026, as the proposed development will include more than nine residential dwelling units and contains critical areas per CMC 16.07.020.A.1. The comment period ended July 2, 2026, and five comments were received. One comment was from the Department of Ecology regarding waste management (Exhibit 23). The four other comments (Exhibits 21-22, 24-25) were regarding archaeology, environmental, traffic, and water drainage, which are discussed further in this report.

FINDING: Staff finds the comments provided by the Department of Ecology should be complied with.

Chapter 16.31 Archaeological Preservation

An Archaeological Predetermination Report dated September 18, 2025, was prepared by Applied Archaeological Research, Inc. and was sent to the Department of Archaeology and Historic Preservation and the tribes. Based on the report, additional excavations within the site are recommended which can be conducted under an archaeological excavation permit issued by DAHP.

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 the applicant must follow the report recommendations and receive the applicable permits from DAHP prior to site development. Staff also finds if potential artifacts are discovered during construction, work must immediately cease, and both the State Department of Archaeological and Historic Preservation and the City shall be notified.

Chapter 16.51 Critical Areas

CMC Chapter 16.61 – Geological Hazardous Areas

16.59.060(C) Geotechnical Evaluation and Assessment. A critical area report for geologically hazardous areas shall first contain a site evaluation and, if required, an assessment of geological hazards.

City mapping identified the subject property within an area of geologically hazardous areas (i.e. steep slopes). As such, the applicant submitted a Preliminary Geotechnical Report prepared by Columbia West Engineering, Inc dated June 17, 2025, which identified the site slopes downward to the north and south

from a topographic high in the middle of the site. The slopes range from 5% to 20%. The geotechnical report concludes that the property is geotechnical sound for the project provided the recommendations discussed throughout the report are complied with.

FINDING: Staff finds the property to be developable based on the findings and recommendations in the Preliminary Geotechnical Report. The applicant will need to comply with the recommendations of the geotechnical report from Columbia West Engineering, Inc dated June 17, 2025.

Chapter 17.11 Subdivisions

17.11.030(D) Criteria for Preliminary Plat Approval. The community development director or designee shall base their 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 Single-Family High Residential in the City's Comprehensive Plan, which includes the Single-Family Residential (R-6) 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 houses, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing Element of the Comprehensive Plan.

Parks and Open Space Plan

The 2022 Parks and Recreation Open Space Plan identifies a segment of the T-27 trail, shown to traverse southeast-to-northwest near the center of the proposed development.

Tract A – Open Space

The updated preliminary plans (Exhibit 14, Pages P3.0-P3.2, Preliminary Plat) show a public trail connection through Tract A (Open Space) at the west side of the proposed development that varies from 6-feet-wide to 10-feet-wide and runs south-to-north from proposed NE 41st Avenue to SE 15th Street. The public trail segment in Tract A is part of the T-27 trail. *Staff does not support the 6-foot-wide*

segment. The full length of the T-27 trail located in Tract A is to be a 10-foot-wide paved trail. A condition of approval is warranted.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to revise the preliminary plans for the segment of the T-27 trail that is located in Tract A as follows:

- The trail is to meet the United States Access Boards Accessible Standard for Federal Outdoor Developed Areas:
 - 7% maximum slope for a maximum segment of 200-feet, followed by a properly designed resting interval.
 - No more than 30% of the total trail length can exceed 8.33%.
 - Cross slope cannot exceed 2%
- The entire length of the trail is to be a minimum 10-foot-wide paved surface with a 1-foot gravel shoulder each side.

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

- Tract A is to be owned and maintained by the Homeowners/Homeowners Association (HOA).
- The T-27 trail located in Tract A is to be owned and maintained by the city with a public access easement granted over the T-27 trail located in Tract A.

Proposed Plat Notes:

- Tract A is to be owned and maintained by the Homeowners/Homeowners Association (HOA).
- The T-27 trail located in Tract A is to be owned and maintained by the city with a public access easement granted over the T-27 trail located in Tract A.

Per CMC 17.19.040.10.b.iii when dead-end streets are over 300-feet, a direct pedestrian and bicycle connection shall be provided to the nearest available street.

Tract G – Pedestrian Trail & Utility Easement

Proposed NE 275th Avenue dead-ends approximately 630-feet from proposed NE 41st Avenue and approximately 71-feet from the future sidewalk on NE Woodburn Drive. Therefore, a dead-end pedestrian connection is required. The 6-foot-wide public trail segment shown in Tract G connects the southern end of proposed NE 275th Avenue to NE Woodburn Drive. *Staff supports the 6-foot-wide trail segment in Tract G.*

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the plat stating that Tract G is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA), with a public access easement granted over the pedestrian rail located in Tract G.

Proposed Plat Notes:

- Tract G – Pedestrian Trail: Is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA), with a public access easement granted over the pedestrian trail located in Tract G.

The two public pedestrian trails located in Tract A and Tract G will provide a completed pedestrian route from SE 15th Street, through the proposed development via sidewalks, ADA ramps, and crosswalks to NE Woodburn Drive.

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) was provided by Kittelson & Associates, dated March 11, 2026 (Exhibit 5), and states that the proposed 32 Lot development will generate 302 average daily trips, 27 AM Peak Hour (7 in, 20 out) and 34 PM Peak Hour trips (21 in, 13 out). The total number of average daily trips is less than 700 ADT's; therefore, the proposed development will not be required to install traffic calming features.

FINDING: Staff finds that the proposed project, as conditioned, can or will be compatible with the aforementioned Comprehensive Plan, the Park and Open Space Plans, and the Neighborhood Traffic Management (NTM) Plan.

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

Water:

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

There is an existing 8-inch ductile iron (DI) water main that was extended west to the dead-end of NE 41st Avenue that was constructed with the North Hills subdivision.

There is an existing 8-inch ductile iron (DI) water main on the north side of NE Woodburn Drive that was constructed with the Hills at Round Lake (HARL) subdivision.

There is an existing 10-inch ductile iron (DI) water main on the north side of SE 15th Street.

Updated preliminary utility plans (Exhibit 14, Sheets P8.0 & P8.1) were submitted in April 2026. The updated preliminary plans show a proposed 8-inch water main, provided throughout the development from the existing dead-end of NE 41st Avenue and extended south, via Utility Tract G, to tie into the existing 8-inch water main in NE Woodburn Drive.

Per the pre-application notes (Exhibit 4, PA25-1088), the new 8-inch water main was to be designed as a looped system from SE 15th Street to NE Woodburn Drive. The updated preliminary utility plans (Exhibit 14) do not show a northerly connection through Tract A to tie into the water main in SE 15th Street.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to revise the water utility plans to provide for a northerly connection from NE 41st Avenue through Tract A to tie into the 10-inch water main in SE 15th Street to provide a fully looped water system.

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water mains located in Tract A (Open Space) for the purpose of inspection, maintenance and operation of said public water main.

Proposed Plat Note:

Tract A – Open Space: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract A, Open Space for the purpose of inspection, maintenance and operation of said public water main.

Per the updated preliminary utility plans (Exhibit 14), the minimum 8-inch water mains will provide water services to each Lot throughout the proposed development. The proposed 8-inch water mains are shown to be located as follows:

- Proposed public roads: NE 41st Avenue, NE 40th Avenue, and NE 275th Avenue.
- Proposed private roads: Tract B (Private Street), Tract C (Private Street), and to the south through Tract G (Utility Tract) to tie into the existing 8-inch water main in NE Woodburn Drive.
- Per the Camas Design Standards Manual (CDSM), all water services are to be perpendicular to the water mains.

Tract B and Tract C – Private Streets

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised utility plans for Tract B that extends the water main to the west a sufficient distance to allow for all water services for Lots 15 - 17 to be perpendicular to the water main. Additionally, the paved surface of Tract B is to be extended a sufficient distance west for the water main, all water services, blowoff, and water meter boxes to be placed in a paved surface.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised utility plans for Tract C that extends the water main to the west a sufficient distance to allow for all water services for Lots 18 - 23 to be perpendicular to the water main. Additionally, the paved surface of Tract C is to be extended a sufficient distance west for the water main, all water services, blowoff, and water meter boxes to be placed in a paved surface.

Staff recommends a condition of approval that prior to final plat approval, the following notes are to be to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water mains in Tract B (Private Street) and Tract C (Private Street) for the purpose of inspection, maintenance and operation of said public water mains and water services.

Proposed Plat Notes:

Tract B – Private Street: An access and maintenance easement is granted to the City of Camas over and under Tract B, Private Street for the purpose of inspection, maintenance and operation of the public water main and water services.

Tract C – Private Street: An access and maintenance easement is granted to the City of Camas over and under Tract C, Private Street for the purpose of inspection, maintenance and operation of the public water main and water services.

Tract G – Utilities and Pedestrian Trail

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract G for the purpose of inspection, maintenance and operation of said public water main.

Proposed Plat Note:

Tract G – Utility Tract: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract G for the purpose of inspection, maintenance and operation of said public water main.

Per CMC 17.19.040.C.4.a Locations of fire hydrants and flow rates shall be in accordance with City standards and the International Fire Code. The preliminary composite utility plans include two (2) new fire hydrants on proposed NE 275th Avenue.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should work with engineering and the Fire Marshal's Office (FMO) to determine if any additional fire hydrants are required.

Per the CDSM a water sampling station for the development is required. The preliminary plans did not propose a water sampling station to be installed.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to revise the water utility plans to include a proposed location for installation of the onsite water sampling station.

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 the landscape plans. The owner of the open space tracts is responsible for payment of all fees associated with said irrigation meter and water usage. Landscaping water services and meters are to be privately owned and maintained by the Owner and/or the Homeowners Association (HOA).

Staff recommends a condition of approval that prior to engineering plan approval, the water utility plans, and the landscape plans are to be revised showing the locations and sizes of the irrigation services and meters.

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

Proposed Plat Note:

All irrigation meters required for open space areas are to be privately owned and maintained by the Homeowners and/or Homeowners Association (HOA).

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

Storm Drainage:

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

Per Clark County GIS Property Information, the site for the proposed development consists of one parcel that is approximately 297,950 square feet (6.98 acres) in size. Per Figure-3.1: Flow Chart for Determining Requirements for New Developments of Ecology's Stormwater Management Manual for Western Washington (SWMMWW), if the land-disturbing activities are greater than 5,000-square feet, minimum requirements (MRs) 1-9 apply.

The proposed development will have land-disturbing activities greater than 5,000-square feet, therefore Minimum Requirements (MRs) 1-9 will apply.

A Preliminary Stormwater Technical Information Report (PTIR), dated March 2026 (Exhibit 9), was prepared by AKS Engineering & Forestry. Per the PTIR and the preliminary stormwater plans (Exhibit 14), stormwater runoff from the proposed development will be treated and detained via a stormwater system located within proposed Stormwater Tract D. After treatment and detention, stormwater from Tract D will be discharged to the existing City stormwater system via an existing manhole in NE Woodburn Drive.

MR #1 – Preparation of Stormwater Site Plans: The preliminary composite utility plans (Exhibit 3) are incomplete, as the plans do not include a full set of stormwater plans; which are to include plans, profiles, and details for the collection and conveyance system.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit a complete set of stormwater plans, which are to include plans, profiles, and details for the collection and conveyance system.

NE 41st Avenue

Staff recommends a condition of approval that prior to engineering plan approval, the plans are to be revised showing the stormwater main in NE 41st Avenue extended to the western dead-end of NE 41st Avenue of the proposed development with a storm manhole installed in lieu of a cleanout, for future development.

NE 40th Avenue

Staff recommends a condition of approval that prior to engineering plan approval, the plans are to be revised showing the stormwater main in NE 41st Avenue extended to the western dead-end of NE 41st Avenue of the proposed development with a storm manhole installed in lieu of a cleanout, for future development.

Tract D – Stormwater Facility:

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised plans that provide a 10-foot landscape buffer between NE Woodburn Drive and the stormwater facility Tract D.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the stormwater facility. Additionally, the plans are to provide for a minimum 10-foot-wide double gate at the paved access road to the facility and a minimum 4-foot-wide man gate for inspection access.

Tract B and Tract C – Private Roads

Those portions of the stormwater system that are located within private roads and private storm easements are to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA), therefore a manhole is to be installed at the right-of-way where the stormwater mains transition from public to private.

Tract B – Private Road

Staff recommends a condition of approval that prior to engineering plan approval, the stormwater plans for Tract B should be revised to include a stormwater manhole at the right-of-way at NE 275th Avenue to separate the public and private storm system as the stormwater system located in Tract B is to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA).

Tract C – Private Road

Staff recommends a condition of approval that prior to engineering plan approval, the stormwater plans for Tract C should be revised to include a stormwater manhole at the right-of-way at NE 275th Avenue to separate the public and private storm system as the stormwater system located in Tract C is to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA). Additionally, the catch basin at the east end of Tract C is to be directed to the manhole located at the right-of-way in lieu of the proposed manhole in NE 275th Avenue.

Lots 24-32 - Rear Yard Storm System

Staff recommends a condition of approval that prior to engineering plan approval, the stormwater plans for the 8-inch rear yard stormwater line located behind Lots 24-32 are to include an accessible structure, such as an area drain, at each of the roof drain laterals for homeowner maintenance and to capture rear yard runoff.

Tract B – Private Road

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that the storm system located in Tract B is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Tract C – Private Road

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that the storm system located in Tract C is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Lots 24-32 – Private Rear Yard Storm System

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that the private rear yard storm system behind Lots 24-32, are located in a 10-foot-wide private storm easement and is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Proposed Plat Notes:

Tract B – Private Road: The storm system located in Tract B is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Tract C – Private Road: The storm system located in Tract C is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Lots 24-32 – Private Rear Yard Storm System: The private rear yard storm system behind Lots 24-32, are located in a 10-foot-wide private storm easement and is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

MR #2 – Construction Stormwater Pollution Prevention Plan (SWPPP): The SWPPP was not included in the preliminary TIR. The SWPPP is a component of Ecology's NPDES Temporary Construction Stormwater Permit. Per the preliminary TIR, the SWPPP will be submitted *"prior to commencement of any construction activities on the project site."*

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

MR #3 – Source Control of Pollution: Source control BMPs are different from the required erosion prevention and sediment control BMPs that are included in the SWPPP. The preliminary TIR did not address the various BMPs proposed for source control and stated that these will be addressed during engineering plan review of the "Erosion Control Plans and Details and in the Stormwater Pollution Prevention Plan (SWPPP)". However, source control BMPs are not typically included in site improvement plans or the SWPPP as these BMPs apply to source control practices such as material storage areas, equipment wash-down areas, on-site spill prevention kits, employee training, etc.

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

MR #4 – Preservation of Natural Drainage Systems and Outfalls: Sufficiently addressed in Section A, Project Overview of the Preliminary TIR.

MR #5 – On-Site Stormwater Management: Sufficiently addressed in Section E of the Preliminary TIR.

MR #6 – Runoff Treatment Analysis and Design: Sufficiently addressed in Section F of the Preliminary TIR.

MR #7 – Flow Control Analysis and Design: Sufficiently addressed in Section G of the Preliminary TIR.

MR #8 – Wetlands Protection: Sufficiently addressed in Section H of the Preliminary TIR.

MR #9 – Operation and Maintenance (O&M): An O&M Manual was not submitted with the Preliminary TIR, it will be submitted with the Final TIR as stated in Section N of the Preliminary TIR.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit a Final Stormwater TIR that includes a standalone O&M Manual that addresses all aspects of stormwater maintenance, including the applicable sections from the City's *June 2022 Stormwater Sewer System Operations & Maintenance Manual* and Ecology's *Stormwater Maintenance Manual for Western Washington (SWMMWW)*.

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

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

Per CMC 17.19.040.C.a, storm drainage facilities shall be placed on their own tract or within a open space tract and are to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA).

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 concurrent with the city's required two-year warranty period that begins at issuance of final acceptance.

Prior to end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that a fully functional facility is turned over to the new owners (e.g., homeowners' associations (HOAs)/homeowners). At completion of the 2-year warranty period, the stormwater facility in Tract D will be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

Tract D – Stormwater Facility:

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that the stormwater facilities in Tract D are to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA), 2-years after final acceptance is issued. Right-of-entry shall be granted to the City of Camas for inspection purposes.

Proposed Plat Note:

Tract D – Stormwater Facility: The stormwater facilities located in Tract D are to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA), 2-years after final acceptance is issued. Right-of-entry shall be granted to the City of Camas for inspection purposes.

FINDINGS: Staff finds that, as conditioned, the proposed development can and will make adequate provisions for Storm Drainage, including conveyance, and water quality treatment.

Erosion Control:

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

Per Clark GIS Property Information, the site for the proposed development is approximately 297,950 square feet (6.98 acres) in size.

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

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

Per CMC 14.06.200 Erosion and Sediment Control Bonds & Insurance and CMC 17.21.030 B financial security for erosion control, in the amount of 200% of the estimated erosion control items is required for land-disturbing activities greater than one acre.

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

Staff recommends a condition of approval that prior to any land-disturbing activities, the NPDES GCSWP permit, an electronic copy of the SWPPP, and the Erosion and Sediment Control bond are to be submitted to the city.

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.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should be required to include location/s of temporary storm drainage facilities as part of the Erosion Sediment Control (ESC) plans.

FINDING: Staff finds that, as conditioned, adequate provisions for Erosion Control can or will be made.

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 8-inch gravity main and cleanout at the existing dead-end of NE 41st Avenue that was installed with the North Hills Subdivision. In addition, there is an existing 8-inch gravity main located at the south end of NE Umatilla Street near the intersection with NE Woodburn Drive, also installed with the North Hills Subdivision.

Per the pre-application notes (Exhibit 4, PA25-1088), the applicant was required to analyze the existing 8-inch gravity mains and the Hills at Round Lake (HARL) Pump Station (PS) to verify that both systems can handle the additional inflow from the proposed development.

The city received an email from the consultant, AKS, dated November 17, 2025 (Exhibit 29) that included the Hills at Round Lake (HARL) Sewer Pump (SP) Station Capacity Analysis Memo, dated November 12, 2025 (Exhibit 30). The email stated that based on the capacity analysis of the current configuration of the pump station, there is sufficient capacity for an additional 124 Equivalent Residential Units (ERUs). The proposed development will add approximately 32 ERUs. A response from staff (Exhibit 31) was provided to the applicant confirming that there is sufficient capacity in the HARL PS for the proposed Uhacz development.

The updated preliminary composite utility plans (Exhibit 14) dated April 2026, propose to extend an 8-inch gravity sewer main with sanitary sewer manholes and 6-inch sewer laterals to each Lot. Per the Camas Design Standards Manual (CDSM), all sanitary sewer laterals are to be perpendicular to the sanitary sewer mains.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised utility plans ensuring that all sanitary sewer laterals are perpendicular to the main and are located at opposite sides of the lots from the water services.

The proposed gravity sewer main is shown starting on the east end of NE 41st Avenue, near future Lot 1, and extending throughout the proposed development via NE 41st Avenue, south through future NE 275th Avenue to NE 40th Avenue, Tract B (Private Street), Tract C (Private Street), and through Tract G (Utility Tract) to NE Woodburn Drive, with a new 8-inch sewer conveyance main and 3 new sewer manholes in NE Woodburn Drive to tie into the existing 8-inch gravity main in NE Umatilla Street.

The updated preliminary utility plans (Exhibit 14) do not propose a connection to the existing sewer manhole and 8-inch gravity sewer main at the existing dead-end of NE 41st Avenue that was constructed with the North Hills subdivision.

NE 41st Avenue and NE 40th Avenue – Public Streets

The preliminary plans show the new 8-inch gravity sewer main in the public roads as follows:

- Extension of the 8-inch main from a cleanout at the east end of the future extension of NE 41st Avenue to a cleanout at the western dead-end of NE 41st Avenue, with 6-inch sewer laterals for Lots 1-8;
- Extension of the 8-inch main from the intersection of NE 41st Avenue and NE 275th Avenue south through NE 275th Avenue and through Tract G to tie into NE Woodburn Drive, with 6-inch sewer laterals for Lots 24-32.

- Extension of the 8-inch main from the intersection of NE 40th Avenue and NE 275th Avenue, west to a cleanout at the western dead-end of NE 40th Avenue, with sewer laterals for Lots 9-14;

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised utility plans with sanitary sewer manholes in lieu of cleanouts at both ends of the new gravity sewer main in NE 41st Avenue; and a sanitary sewer manhole at the west end of the new sewer main in NE 40th Avenue; as both of these sanitary sewer mains and NE 41st Avenue and NE 40th Avenue will be extended west for future developments.

Tract B and Tract C – Private Streets

The preliminary plans show the new 8-inch gravity sewer main in the private roads as follows:

- Extension of the 8-inch main from the intersection of NE 275th Avenue and Tract B to the western end of Tract B (Private Street), with sewer laterals for Lots 15-17. The western end of the sewer main and the cleanout are shown to be located outside of a paved surface.
- Extension of the 8-inch main from the intersection of NE 275th Avenue and Tract C to the western end of Tract C (Private Street), with sewer laterals for Lots 18-23. The western end of the sewer main and the cleanout are shown to be located outside of a paved surface.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised utility plans for Tract B that extend the gravity sewer main a sufficient distance to the west to allow for the sewer laterals for Lots 15-17 to be perpendicular to the sewer main.

Additionally, the paved surface of Tract B (Private Street) is to be extended a sufficient distance west for the sewer main and all sewer laterals are to be placed in a paved surface.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised utility plans for Tract C that extend the gravity sewer main to the west a sufficient distance to allow for the sewer laterals for Lots 18-23 to be perpendicular to the sewer main.

Additionally, the paved surface of Tract C (Private Street) is to be extended a sufficient distance west for the sewer main and all sewer laterals are to be placed in a paved surface.

Staff recommends a condition of approval that prior to final plat approval, the following notes are to be to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sewer mains in Tract B (Private Street) and Tract C (Private Street) for the purpose of inspection, maintenance and operation of said public sewer mains and sewer laterals.

Proposed Plat Notes:

Tract B – Private Street: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract B (Private Street) for the purpose of inspection, maintenance, and operation of said public gravity sanitary sewer main and sewer laterals.

Tract C – Private Street: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract C (Private Street) for the purpose of inspection, maintenance, and operation of said public gravity sanitary sewer main and sewer laterals.

Tract G – Utility Tract

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating an access and maintenance easement is granted to the City of Camas over

and under the proposed 8-inch gravity sewer main located in Tract G, Utility Tract for the purpose of inspection, maintenance and operation of said public sewer main.

Proposed Plat Note:

Tract G – Utility Tract: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract G (Utility Tract) for the purpose of inspection and maintenance of said public gravity sanitary sewer main.

FINDING: Staff finds that, as conditioned, adequate provisions for Sanitary Sewage Disposal can or will be made.

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

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

Staff recommends a condition of approval that prior to any land-disturbing activities, the applicant is to provide documentation to the city that any wells and/or septic systems on-site 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.

FINDING: Staff finds that, as conditioned, adequate provisions Water, Storm Drainage, Erosion Control, and Sanitary Sewage Disposal can or will be made.

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

Roads:

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

Per CMC 17.19.040.B.7, all street names, street numbers, and building numbers shall be assigned in accordance with CMC 12.24. Street naming is the responsibility of the Building Official.

The street names and numbers, as shown on the preliminary plat (Exhibit 14, Sheets P.3.0 & P3.1), will be revised per the Building Official. These names are subject to change during the engineering plan review process.

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

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

[Existing Public Roads]:

The proposed development is located south of SE 15th Street, north of NE Woodburn Drive, and west of NE Tacoma Court which is in the North Hills Subdivision.

Per the City's 2016 Transportation Comp Plan, SE 15th Street is classified as an existing unimproved 2-lane arterial; NE Woodburn Drive is classified as an existing 3-lane collector that is fully improved west and east of the proposed development; and NE 41st Avenue in the North Hills Subdivision is classified as

an existing fully improved local road that dead-ends at the eastern property boundary of the proposed development.

Per CMC 17.19.040.B.1, half-width street improvements along an existing roadway are required when it is determined to be appropriate by the City Engineer.

Per CMC 17.19.040.B.5, dedication of additional right-of-way may be required for a development when it is necessary to meet the minimum street width standards.

SE 15th Street

SE 15th Street, along the frontage of the proposed development, consists of an existing 60-foot right-of-way width, 20-feet of paved surface with no curb, gutter, or sidewalk along the proposed frontage. The flagpole portion of Tract A (Open Space) that abuts NE 15th Street is approximately 33-feet-wide with existing single-family residences and driveways on the west and east side of the flagpole.

The applicant will not be required to construct half-width frontage improvements on SE 15th Street.

Per CMC 17.19.040.B.5, the applicant will be required to dedicate sufficient right-of-way along the frontage of the proposed development resulting in a 37-foot-wide right-of-way width as measured from the centerline of SE 15th Street to allow for future public road improvements.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans are to include the minimum 7-feet of right-of-way width dedication that will result in the required right-of-way width of 37-feet from the centerline of SE 15th Street.

Staff recommends a condition of approval that prior to final plat approval, the plat is to include the minimum 7-feet of right-of-way width dedication that will result in the required right-of-way width of 37-feet from the centerline of SE 15th Street.

NE Woodburn Drive

Per Camas Design Standards Manual Table 2 – General Guidelines for Geometry of a Roadway, a 2-lane collector or arterial shall consist of a 60-foot right-of-way width, 36-feet of paved surface, 6-foot detached sidewalks on both sides, and planter strips on both sides.

Per CMC 17.19.040.B.1, half-width improvements shall include a full-depth road section to the existing centerline, public and private utility easements, water and sewer mains, pedestrian pathways, storm water drainage, street lighting and signage, environmental permits, provisions for mitigation improvements and mitigation areas as necessary, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per the Camas Design Standard Manual (CDSM).

The applicant will be required to construct full-depth half-width street improvements from the existing centerline and dedicate sufficient right-of-way along the frontage of the proposed development to align with the frontage improvements to the east along the frontage of Tract F (Parcel No. 986044035) of Hills of Round Lake, Phase 9. This will result in the full 36-feet of paved surface, curb, gutter, and a 6-foot detached sidewalk.

The Hills at Round Lake (HARL), Phase 9 was constructed in 2016/2017. At the time of construction, the street section for NE Woodburn Drive consisted of a minimum 0.4-feet (4.8-inches) of asphalt and 1-foot (12-inches) of crushed rock base course.

Per the CDSM, Street Detail ST4, street section for arterials and collectors consists of a minimum 0.5-feet (6-inches) of asphalt and 1-foot (12-inches) of crushed rock base course. Per CMC 17.19.040.B.a the

required half width full depth street section is to be constructed from the existing centerline of NE Woodburn Drive per the current CDSM, Street Detail ST4 standards.

The updated preliminary street plans (Exhibit 14, Sheet P7.1) show the frontage improvements starting at the edge of the existing pavement to the back of the future sidewalk along the frontage of NE Woodburn Drive. This is not supported by staff.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit a complete set of street plans that include construction of the full-depth half-width road improvements from the existing centerline of NE Woodburn Drive, from the western end of Tract F of the Hills of Round Lake Phase 9 to the westernmost property line of the proposed development per CDSM Street Detail ST4 for 60-foot Collectors and Arterials.

- The full depth street section is to consist of a minimum 0.5-feet (6-inches) of asphalt and 1-foot (12-inches) of crushed rock base course per the current CDSM, Street Detail ST4 standards; and results in the 36-feet of paved surface, curb, gutter, and a 6-foot detached sidewalk.

The frontage improvements, that will result in a 36-foot paved surface, full depth street section from the existing centerline on NE Woodburn Drive, curb and gutter, and sidewalk is to be extended as far west as physically possible without the required earthwork encroaching on the neighboring property (Parcel No. 178418000) that abuts the proposed development. The taper from full width to existing width is to be accomplished with signing and striping.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit a complete set of street plans that include the full depth half-width improvements extended from the western end of Tract F of the Hills of Round Lake Phase 9, to the westernmost property line of the proposed development that abuts Parcel No. 178418000, and results in 36-feet of paved surface, curb, gutter, and a 6-foot detached sidewalk. The taper from full width to existing width is to be accomplished with signing and striping.

Per CMC 17.19.040.B.5, dedication of additional right-of-way may be required for a development when it is necessary to meet the minimum street width standards.

The existing improvements on NE Woodburn Drive, along the frontage of the proposed development, consists of approximately 43-feet of right-of-way width; 24-feet of paved surface; curb and gutter; and no sidewalk from the westernmost corner of Tract F (Parcel No. 986044035) of the Hills at Round Lake (HARL) Phase 9 to the western property line of the proposed development.

Per the updated preliminary plat (Exhibit 14), applicant will be required to dedicate approximately 17-feet of right-of-way that will provide the 30-foot-wide right-of-way width as measured from the centerline of NE Woodburn Drive, resulting in the full 60-foot right-of-way width along the frontage of the proposed development, and will consist of the total of 36-feet of paved surface, 6-foot detached sidewalks, and planter strips.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans are to include the additional right-of-way width dedication along the north side of NE Woodburn Drive that has not been fully improved. The right-of-way dedication of approximately 17-feet is to result in a 30-foot-wide right-of-way width, as measured from the centerline of NE Woodburn Drive, and provide the full 60-foot right-of-way width along the frontage of the proposed development.

Staff recommends a condition of approval that prior to final plat approval, the plat is to include sufficient right-of-way dedication of approximately 17-feet resulting in 30-feet of right-of-way, as

measured from the centerline of NE Woodburn Drive, to provide the full 60-foot right-of-way width along the frontage of the proposed development.

[Proposed Interior Public Roads]:

NE 41st Avenue, NE 40th Avenue, and NE 275th Avenue

Per Camas Design Standards Manual Table 2 – a 2-lane local neighborhood road requires a 52-foot-wide right-of-way, 28-foot paved surface, 5-foot-wide detached sidewalks and planter strips on both sides, no parking permitted on one side, and approval from the city engineer.

Per the updated preliminary plat (Exhibit 14), existing NE 41st Avenue and future NE 40th Avenue are proposed to be extended to the westernmost property line of the proposed development. Proposed NE 275th Avenue is proposed as a 630-foot long dead-end road that runs north-to-south.

Per the updated preliminary plat (Exhibit 14), all three proposed public roads are shown to be per the Table 2 requirements for a 2-lane local road with a 52-foot right-of-way width. This is supported by the City Engineer.

Per the updated preliminary plat (Exhibit 14), the street sections for the extension of NE 41st Avenue, future NE 40th Avenue, and future NE 275th Avenue are shown to be per the Camas Design Standards Manual (CDSM) Street Detail ST3.

NE 275th Avenue

Per the updated preliminary plat (Exhibit 14, Sheet P3.1), the south easternmost end of NE 275th Avenue shows that the southern 42-feet of NE 275th Avenue does not include the full right-of-way width and road improvements with sidewalk and planter strip. *This is not supported by staff.*

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans are to be revised with the full 52-foot right-of-way width shown to extend to the end of NE 275th Avenue, on both sides of the street. The full 18-foot depth of the off-street parking spaces is to be located behind the sidewalk/right-of-way. Staff supports a curb tight sidewalk and no planter street along the frontage of Tract F.

Per CMC 17.19.040.B.12.c Centerline radii of curves shall not be less than three hundred feet on primary arterials, two hundred feet on secondary arterials, and seventy feet on other streets.

Per the updated preliminary plat (Exhibit 14), the Centerline Curve Table shows that the curve radius of 70-feet on proposed local public and private roads has been met.

Per CMC 17.19.040.B.12.e Curb return radii shall be no less than thirty-five (35) feet on arterial and collector streets, and no less than twenty-five (25) feet on all other streets.

Per the updated preliminary street plans (Exhibit 14), the curb radii on all proposed local public and private roads are shown with the minimum 25-foot curb radii on both sides of the roads.

Per the Camas Design Standards Manual (CDSM), Section IV Design Standards, Table 3 Access Spacing Standards for Local Roadways, the minimum access spacing is 110-feet, and the maximum access spacing is 600-feet.

Per the updated preliminary plat (Exhibit 14), future NE 40th Avenue is approximately 230-feet from the centerline of future NE 41st Avenue; proposed Tract B (Private Street) is shown to be approximately 130-feet from proposed NE 40th Avenue (public street); and proposed Tract C (Private Street) is shown to be approximately 220-feet from the centerline of proposed Tract B (Private Street).

All three future public and private streets meet the minimum access spacing standards for Local Roads.

Per the updated preliminary street plans (Exhibit 14), the proposed curb ramps are shown to be per CDSM, Street Detail ST20 – Type 1 Perpendicular Curb Ramp. These curb ramps are not preferred by staff as the pedestrian is ‘directed’ into the intersection of the roadway with the required turning space in the roadway.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans are to be revised with the curb ramps per CDSM, Street Detail ST20A – Type 1 Dual Perpendicular Curb Ramps, which directs pedestrians perpendicular to the street in lieu of directing them into the intersection; or per CDSM Street Detail ST22 – Type 3 Combo Curb Ramp; ST23 – Type 4 Combo Curb Ramp; or ST24 – Mid-Block Curb Ramp.

Per CMC 17.19.040.B.10.b.ii Cul-de-sacs and permanent dead-end streets over 300-feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard. When cul-de-sacs or dead-end streets are permitted, a direct pedestrian or bicycle connection shall be provided to the nearest available street for pedestrian-oriented use.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to work with Engineering staff and the Fire Marshal’s Office to provide an acceptable dead-end turnaround at the south end of proposed NE 275th Avenue.

[Proposed Private Roads]:

Tract B and Tract C

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

Per Camas Design Standards Manual (CDSM) Table 1 – Minimum Private Street Standard A, access to four or less dwelling units, shall consist of a minimum 20-foot-wide tract, a minimum 12-foot-wide paved surface, sidewalk optional, and no parking on both sides. Additionally, streets more than 150-feet in length, as measured from the centerline of the adjacent road, require a dead-end turn around.

[Tract B – Private Street]:

Per the updated preliminary plat (Exhibit 14), Tract B is shown to be 20-feet-wide with 20-feet of paved surface, no sidewalks, provides access to three dwelling units (Lots 15-17), shows the required 25-foot curb radii on both sides of the street, and is approximately 151-feet in length as measured from the centerline of Proposed NE 275th Avenue. *A dead-end turnaround is not required.*

Per CMC 7.19.040.A.8 Provisions for adequate parking enforcement are to be recorded within a private covenant to ensure emergency vehicle access. These provisions shall be noted on the final plat (e.g., Towing service).

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should provide a design for a ‘No Parking and Towing’ sign for review and approval. Said sign is to include contact information for a private towing company, as the City does not provide towing on private roads, no does the City enforce no parking on private roads.

Staff recommends a condition of approval that prior to final acceptance, the applicant should be required to install the ‘No Parking and Towing’ signs on Tract B, Private Street.

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

Proposed Plat Note

Tract B: Provisions are to be made for a towing service to remove unauthorized vehicles. 'No Parking and Towing' signs are to be placed on the private roads and are the responsibility of the Homeowners and/or the Homeowner's Association (HOA).

[Tract C – Private Street]:

Per Camas Design Standards Manual (CDSM) Table 1 – Minimum Private Street Standard B, access to five or more dwelling units, shall consist of a minimum tract width of 30-feet, a minimum 20-foot-wide paved surface, sidewalk and planter strip on one side and no parking on both sides and a minimum 25-foot curb radii on both sides of the street. Additionally, streets more than 150-feet in length, as measured from the centerline of the adjacent road, require a dead-end turn around.

Per the updated preliminary plat (Exhibit 14), Tract C is shown to be 42-feet-wide with 28-feet of paved surface, a 5-foot planter strip and 5-foot sidewalk on one side, provides access to six dwelling units (Lots 18-23), shows the 25-foot curb radii on both sides of the street, and is approximately 151-feet in length as measured from the centerline of Proposed NE 275th Avenue. *A dead-end turnaround is not required.*

Per CMC 7.19.040.A.8 Provisions for adequate parking enforcement are to be recorded within a private covenant to ensure emergency vehicle access. These provisions shall be noted on the final plat (e.g., Towing service).

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company, as the City does not provide towing on private roads, no does the City enforce no parking on private roads.

Staff recommends a condition of approval that prior to final acceptance, the applicant should be required to install the 'No Parking and Towing' signs on Tract C, Private Street.

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

Proposed Plat Note

Tract C: Provisions are to be made for a towing service to remove unauthorized vehicles. 'No Parking and Towing' signs are to be placed on the private roads and are the responsibility of the Homeowners and/or the Homeowner's Association (HOA).

[Tract A – Private Parking]

Per the updated preliminary plat (Exhibit 14), Tract A is shown with three (3) off-street parking spaces. The full 18-foot deep parking spaces are to be located behind the sidewalk and outside of the right-of-way.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that the parking spaces in Tract A are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).

Proposed Plat Note

Tract A – Parking Spaces: Are to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

[Tract F – Private Parking]

Per the updated preliminary plat (Exhibit 14), Tract F is shown with three (3) off-street parking spaces. The full 18-foot deep parking spaces are to be located behind the sidewalk and outside of the right-of-way.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that the parking spaces in Tract F are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).

Proposed Plat Note

Tract F – Parking Spaces: Are to be owned and maintained by the Homeowners and/or the Homeowner’s Association (HOA).

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

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that all the private Tracts are to be owned and maintained by the Homeowners and/or the Homeowner’s Association (HOA).

Proposed Plat Notes

Tract B and Tract C are to be owned and maintained by the Homeowners and/or the Homeowner’s Association (HOA).

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

[Street lighting]:

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

Staff recommends a condition of approval that prior to the submittal of electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, are to be submitted to the City for review and approval.

Per CDSM, private streets more than 100-feet in length and serving more than five dwelling units are required to have streetlights. Streetlights proposed for private streets are required to be metered separately and are to be owned and maintained by the Homeowners and/or the Homeowner’s Association (HOA).

Staff recommends a condition of approval that prior to engineering plan approval, all streetlight locations are to be shown on the street, utility, and landscape plans. Streetlights provided for private streets are required to be metered separately and are to be owned and maintained by the Homeowners and/or the Homeowner’s Association (HOA).

Staff recommends a condition of approval that prior to engineering plan approval, a streetlight is to be added to Tract C (Private Street) as Tract C is in excess of 100-feet in length and serves 6 dwelling units. The private meter for Tract C is to be shown on the street, utility, and landscape plans.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that the streetlight on Tract C is metered separately and is to be owned and maintained by the Homeowners and/or the Homeowner’s Association (HOA).

Proposed Plat Note

Tract C: the streetlight is metered separately and is to be owned and maintained by the Homeowners and/or the Homeowner’s Association (HOA).

[Driveways]:

Per the City of Camas Street Details for driveways (ST14-16), the driveway throat cannot exceed 40% of the total lot frontage.

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

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

Proposed Plat Note

Driveway throats on the single-family lots shall not exceed 40% of the total lot frontage.

[Street Trees and Landscaping]:

[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.

The applicant is proposing at least one street tree per lot. Each tree will be spaced 30 feet apart unless driveways, utilities or other infrastructure prevent them. Staff finds a condition is warranted.

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

[Storm Facility Landscaping]:

CMC 17.19.030.F.6 Storm drainage facilities shall be required to include a 10-foot L2 landscape buffer in accordance with the CDSM if within 30-feet of any street or accessory structure. The revised preliminary plat does not provide for a 10-foot landscape tract between the portion of Tract D Stormwater Facility where it abuts NE Woodburn Drive.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised plans that provide a 10-foot landscaping between Tract D, Stormwater Facility, and where it abuts NE Woodburn Drive.

Per the CDSM, the storm facilities are to be fenced with a maximum height 6-foot fence with top rail and a minimum 10-foot-wide double gate for access.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the stormwater facility, Tract D. Additionally, the plans are to provide for a minimum 10-foot-wide double gate at the paved access road to the facility and a minimum 4-foot-wide man gate for inspection access.

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

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

[Easements]

The applicant will be required to dedicate all public right-of-way at the completion of the project and with final plat approval; this includes the frontage on SE 15th Street and NE Woodburn Drive, and the full road widths on NE 40th Avenue, NE 41st Avenue, and NE 275th Avenue.

The applicant should provide adequate access and maintenance easements over and under the proposed water main and sewer main in Tract B (Private Street), Tract C (Private Street), and Tract G (Utility Tract) at the time of final platting, for the purpose of inspection, maintenance, and operation of said public water and sanitary sewer mains. The applicant should also provide adequate access and maintenance easements over and under the proposed water main in Tract A (Open Space) at the time of final platting, for the purpose of inspection, maintenance, and operation of said public water main.

The stormwater treatment and detention facilities have been placed in a separate tract, Tract D, with responsibility for ownership and maintenance and right-of-entry granted to the City for inspection purposes.

The following plat notes are conditioned to be added to the final plat.

- Tract A – Open Space and Off-street Parking: Are to be owned and maintained by the Homeowners/Homeowners Association (HOA).
- Tract A – Open Space: The T-27 trail located in Tract A is to be owned and maintained by the city with a public access easement granted over the T-27 trail located in Tract A.
- Tract A – Open Space: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract A, Open Space for the purpose of inspection, maintenance and operation of said public water main.
- Tract B – Private Street: Is to be owned and maintained by the Homeowners/Homeowners Association (HOA). An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main and sewer laterals located in Tract B for the purpose of inspection and maintenance of said public gravity sanitary sewer main.
- Tract C – Private Street: Is to be owned and maintained by the Homeowners/Homeowners Association (HOA). An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract C for the purpose of inspection and maintenance of said public gravity sanitary sewer main.
- Tract D – Stormwater Facility: The stormwater facilities located in Tract D are to be owned and maintained by the homeowners and/or the Homeowners Association (HOA), 2-years after final acceptance is issued. Right-of-entry shall be granted to the City of Camas for inspection purposes
- Tract E - Open Space: Is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).
- Tract F - Off-Street Parking: Is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).
- Tract G – Utility Tract and Pedestrian Access Trail: Is to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA). A public access easement is required over the pedestrian access trail. An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract G

(Utility Tract) for the purpose of inspection and maintenance of said public gravity sanitary sewer main.

- Tract G – Utility Tract and Pedestrian Access Trail: Is to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA). A public access easement is required over the pedestrian access trail. An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract G (Utility Tract) for the purpose of inspection and maintenance of said public gravity sanitary sewer main.

A Homeowner's Association (HOA) will be required for this development.

- A copy of the CC&Rs for the development will need to be submitted to the City for review and approval with the final plat application.
- The applicant is to make provisions in the CC&Rs for ownership and maintenance of the stormwater treatment and detention facilities in Tract D; any fencing; the public trail in Tract A; landscaping, irrigation throughout the development and in the private roads in Tract B and Tract C; the Off-Street Parking area in Tract F; the private storm easements throughout the development; the open space in Tract A and Tract E;
- Additionally, the applicant is to make adequate provisions for parking enforcement along private roads that are acceptable to the Fire Marshal. Further, all necessary easements, dedications, and tracts should be noted on the final plat.

FINDING: Staff finds that, 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 Single-Family Residential R-6 and must follow the dimensional standards per CMC 18.09.040 - Table 1. The total site acreage is 6.98 acres with .6 acres of open space tracts; therefore, the net acreage is 6.38 acres. The R-6 zoning allows up to 7.2 units per net acre which would result in a maximum of 45 units. The proposal includes 32 lots with 32 future single-family residences on site. Staff find the density is met.

The maximum and minimum lot size in the R-6 zoning permitted is 4,800 square feet to 9,000 square feet with an average of 6,000 square feet (+/- 500 square feet). The applicant is proposing lots that range from 5,400 square feet to 6,718 square feet with an average of 5,937 square feet. The lots exceed the minimum width and depth of 60 feet by 80 feet.

The applicant's narrative mentions the future lots will meet the maximum lot coverage of 40% and the maximum height of 35 feet. Staff find a condition is warranted.

[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 lots to the north and east of the site are the same R-6 zoning. To the south is NE Woodburn Drive and the lot to the west is within Clark County jurisdiction. Since there are no different residential zoning designations abutting this site, staff finds beveling is not required.

Setbacks

Setbacks are based on lot size; therefore, the lots must comply with the setbacks for lots between 5,000 square feet and 11,999 square feet in CMC 18.09.040 Table 2. The setbacks are shown on the preliminary plat, and staff finds a condition of approval that the setbacks shall be shown on the individual lots, as well as in a table on the final plat.

FINDING: Staff finds the proposed lot sizes can conform to the requirements of the R-6 zone of the density transfer provisions as conditioned.

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

Landscaping

[General Landscaping]: Per CMC 18.13.055 Table 1, landscape buffering is not required for single family residences.

[Tree Density]: A minimum of 20 tree units (TU) per net developable acre is required for residential developments per *CMC 18.13.051(A) Table 1 – Required Tree Density* and should be incorporated into the overall landscape plan. The entire site is approximately 6.98 acres. Per CMC 18.03.040 *“developed/net acreage means the total acreage of a land use development exclusive of open space and critical areas.”* The open space and critical area tracts account for approximately .6 acres; therefore, the net developable acreage is 6.38 acres, requiring 127 TUs. The tree plan indicates that 11 tree units will remain and 116 tree units (44 street trees and 72 site trees) will be planted to total 127 TUs. The trees proposed for removal are affected by health decline and grading impacts due to future infrastructure and home construction, as outlined in the arborist’s report dated March 2026.

FINDING: Staff recommends a condition of approval that the arborist report and tree plan 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.

[Double Frontage Lots]: Per CMC 17.19.030.D.6, Lots 22 and 23 are considered double frontage lots as they are located between Private Street B and NE Woodburn Drive. The applicant has provided a ten-foot-wide tract (Tract E). Staff finds the landscaping in Tract E shall meet the double frontage lot requirements in CMC 17.19.030.D.6.

[Stormwater Facility Landscaping]: There is a stormwater facility proposed in Tract D. As the stormwater facility is within 30 feet of a street, the applicant is proposing a ten foot (10-foot) L2 landscaped buffering per CMC 17.19.030.F.6. Staff finds this criteria is met.

Parking

Per CMC 18.11.130, two parking spaces per single family dwelling are required. The proposal for 32 lots does not include proposed building elevations; therefore, staff finds a condition is warranted that two parking spaces are required for each single-family residence.

Per CMC 17.19.040.B.10.e., when the average lot size is less than 7,400 square feet, then additional off-street parking is required at a ratio of one space per five lots. There are 32 lots, and the average lot size

is less than 7,400 square feet, therefore six spaces are required. The applicant is proposing three off street parking spaces in Tract A and three in Tract F. Staff finds that the parking spaces in Tract A, shall be placed in a separate parking tract.

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.

Locations of any proposed retaining walls proposed for construction during the infrastructure improvements are to be shown on the civil construction plans. Block retaining walls are reviewed, approved, and inspected by the Development Engineering Dept. Poured in-place retaining walls are reviewed, approved, and inspected by the Building Dept.

Staff recommends a condition of approval that prior to engineering plan approval, all retaining wall locations are to be shown on the civil construction plans. Requirements are as follows:

- Block retaining walls: submit plans, profiles, sections, and structural calcs for review and to with civil construction plans for review, approval, and inspection by Development Engineering.
- Poured in-place retaining walls: submit plans, profiles, sections, and structural calcs to Building Dept. as part of a building permit application. Building Dept. is responsible for review, approval, and inspection.

Signage

There was no signage proposed with the development. Therefore, staff recommends a condition of approval that future signage must meet CMC 18.15.

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

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

[Traffic Impact Analysis]:

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

A Transportation Impact Study (TIS) (Exhibit 5) dated March 11, 2026, was prepared by Kittelson & Associates. Per the TIS, the project has proposed to develop 32 single-family detached dwelling units, is expected to generate approximately 302 average daily trips (ADTs) with 27 new AM Peak Hour trips (7 In / 20 Out) and 34 PM Peak Hour trips (21 In / 13 Out).

The proposed development will provide vehicular access via NE Umatilla Street to NE 41st Avenue west of the intersection NE 41st Avenue and NE Tacoma Court. The new intersection of proposed NE 41st Avenue and proposed NE 275th Avenue is not included in the TIS.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to provide an updated TIS that includes an analysis of the intersection of NE 275th Avenue and NE 41st Avenue with sight-distance and capacity addressed.

City of Vancouver Proportional Share Intersections

The City of Vancouver (COV) collects a proportionate share fee contribution or future improvement to a list of proportionate share intersections. A trip distribution analysis for the proposed development, to zero (0), is required to each of the intersections listed in the COV's Proportionate Share Table. The Table provides the fee associated per PM Peak Hour trip for each of these intersections. The TIS, addresses the proportionate share PM Peak Hour trip distribution and fee summary per intersection in Table 5 – City of Vancouver Proportionate Share Fee Summary (Exhibit 6, Page 23) as follows:

Mitigation Location	Mitigation Cost/Peak Hour Trip	Peak Hour Added	Estimated Cost
137 th Ave: 49 th St to Fourth Plain Blvd	\$3,000/PM	0	\$0
Fourth Plain Blvd & 152 nd Ave Signal	\$333/PM	0	\$0
Lieser/St. Helens/MacArthur	\$2,000/PM	0	\$0
176 th Ave & SE 20 th St	\$400/PM	0	\$0
192 nd Avenue & NE 13 th Street	\$400/PM	3	\$1,200
192 nd Ave & SE 34 th St	\$150/PM	0	\$0
192 nd Ave & SR-14 ramps	\$2,000/PM	0	\$0
SE 192 nd Ave & Columbia Palisades Dr (E/W legs only)	\$830/PM	0	\$0
MacArthur & Andresen Roundabout	\$2,285/PM	0	\$0
MacArthur & Devine Roundabout	\$2,226/PM	0	\$0
Grove St/Columbia House Blvd/SR-14 WB Ramp	\$600/AM	0	\$0
NE 172 nd Avenue & NE 18 th Street	\$300/PM	2	\$600
NE 179 th Place & NE 18 th Street	\$900/PM	2	\$1,800
NE 187 th Avenue & NE 18 th Street	\$1,200/PM	2	\$2,400
NE 162 nd Avenue & NE 9 th Street	\$1,500/PM	0	\$0
NE 172 nd Avenue & NE 9 th Street	\$4,100/PM	0	\$0
NE 192 nd Avenue & NE 9 th Street	\$1,100/PM	0	\$0
NE 187 th Avenue & SE 1 st Street	\$1,100/PM	0	\$0
Total Proportional Share Cost			\$6,000

Based on the above table, prior to the issuance of final acceptance, the applicant shall pay proportionate share fees to the City of Vancouver totaling \$6,000.00."

Staff recommends a condition of approval that prior to final acceptance, the applicant is to pay the proportionate share amount of \$6,000 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

Findings and Recommendations (Exhibit 5, Page 24)

[Findings]:

- *All study intersections experience performance levels that satisfy the applicable operating parameters today and in 2028 assuming full occupancy of the homes.*
- *A northbound left-turn lane on NE Umatilla St at NE 41st Ave and a westbound left-turn lane on SE 15th St at NE Umatilla were not found to be needed.*

The proposed development doubles the traffic volume on NE 41st Avenue at NE Umatilla Street. The applicant is to analyze the intersection of NE 41st Avenue and NE Umatilla Street for sight distance and provide and install recommendations if stopping sight distance is not adequate.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to provide an updated TIS that includes an analysis of the intersection of NE 41st Avenue and NE Umatilla Street that includes the traffic volume that will double with the proposed development for sight distance and provide and install recommendations if stopping sight distance is not adequate.

- *The proposed site development is projected to add weekday PM Peak Hour trips to the following intersections where the City of Vancouver assesses proportional share mitigation payments.*
 - *NE 192nd Avenue/NE 13th Street: 3 trips*
 - *NE 172nd Avenue/NE 18th Street: 2 trips*
 - *NE 179th Place/NE 18th Street: 2 trips*
 - *NE 187th Avenue/NE 18th Street: 2 trips*

[Recommendations]:

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

- Locate and maintain site landscaping, above-ground utilities, and site signage at all local street intersections within and adjacent to the site to provide adequate intersection sight distance and vision clearance per applicable City requirements.

Staff concurs and a condition is warranted.

- Subject to City of Vancouver concurrence, pay the following proportional share intersection fees as identified per City of Vancouver requirements:
 - \$2,200 towards NE 192nd Avenue/NE 13th Street mitigation
 - \$600 towards NE 172nd Avenue/NE 18th Street mitigation
 - \$1,800 towards NE 179th Avenue/NE 18th Street mitigation
 - \$2,400 towards NE 187th Avenue/NE 18th Street mitigation

Staff concurs and a condition is warranted.

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

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

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

period that begins at final acceptance.

Per CMC 14.02090.C, the City shall have the right-of-entry and authority to inspect 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 all private roads and parking areas are to be owned and maintained by the individual property owners and/or the Homeowner's Association (HOA). A condition of approval is warranted.

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

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

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

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

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

PUBLIC COMMENTS

As of the writing of this staff report, staff received written public comments from the Department of Ecology (Exhibit 23), the Cowlitz Indian Tribe (Exhibit 24), and citizens (Exhibit 21-22, 25) regarding waste management, archaeology, environmental, traffic, and water drainage. These comments are addressed throughout the staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that Uhacz Subdivision (SUB26-1011) 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 Uhacz Subdivision (SUB26-1011) subject to the following conditions of approval:

CONDITIONS OF APPROVAL

Standard Conditions:

1. The engineering site improvement plans and landscape plans shall be prepared by a Washington State licensed civil engineer in accordance with the City of Camas Design Standards Manual (CDSM) and CMC 17.19.040.

2. 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.
 - a. All utilities includes any existing overhead utilities, are to be placed underground as part of the required frontage improvements.
3. Installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
4. The applicant is responsible for ensuring that all public and private utilities; including underground power, telephone, gas, communications, CATV, streetlights, and associated appurtenances are installed.
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/civilconstructionapplication.
6. Community Development (CDEV) Engineering is responsible for review and approval of the proposed development improvement plans.
7. Community Development (CDEV) Engineering collects a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
 - a. Engineering staff will invoice the applicant with the 1% fee amount.
 - i. Payment of the 1% plan review (PR) fee shall be due prior to the start of the plan review process.
 - b. Engineering staff will invoice the applicant with the 2% fee amount.
 - i. Payment of the 2% construction inspection (CI) fee shall be due prior to construction plan approval and release of approved plans to the applicant's consultant.
 - c. Under no circumstances will the applicant/contractor be allowed to begin construction prior to engineering plan approval, this includes tree removal, clearing, and grading.
8. If applicable, existing wells, septic tank, and septic drain fields shall be decommissioned in accordance with state and county guidelines, per CMC 17.19.020.
9. A 6-foot private utility easement (PUE) shall be located outside and adjacent to the right-of-way on public streets and outside of the tracts on private streets.
10. The applicant is required to submit a draft electrical plan for streetlights, transformers, etc. to Community Development (CDEV) Engineering for review and approval prior to submittal of the plan to Clark Public Utility (CPU).
11. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting, and traffic control markings for the improved subdivision.
12. When applicable, the applicant is also responsible for purchase and installation of any proposed private gates and controllers. Gates on private roads require a gate permit that is submitted to and approved by the Fire Marshal's Office (FMO).
13. Prior to any land-disturbing activities, which includes clearing, grubbing, grading, and tree removal, the applicant is to have approved engineering plans.
14. Prior to any land-disturbing activities of an acre or more, the applicant is to have approved engineering plans and an *NPDES General Construction Stormwater Permit* (GCSWP), which is issued by the Washington State Dept. of Ecology.

- a. The applicant is to submit a copy of the *NPDES General Construction Stormwater Permit* (GCSWP), and the *Stormwater Pollution Prevention Plan* (SWPPP), which is required as a component of the NPDES GCSWP permit, prior to a pre-construction meeting.
15. Prior to commencing any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond (ESC) in the amount of 200% of the cost for erosion control measures, per CMC 17.21.030.B and CMC 14.06.200.
 - a. Staff will provide a letter to the applicant with the required ESC amount.
16. In the event any item of archaeological interest is uncovered during a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
17. The applicant shall comply with the recommendations of the geotechnical report (Exhibit 16) prepared by Columbia West Engineering, Inc., dated June 17, 2025, to minimize any potential hazards associated with construction.
18. Final plat submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050, and the Camas Design Standards Manual.
19. Provisions for parking enforcement on private Tracts/access driveways, acceptable to the Fire Marshal, shall be included in the CC&Rs at the time of final platting.
20. Prior to final acceptance, the final plat shall be reviewed, approved, submitted to Council for approval, and recorded with the County.
21. 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, prior to issuance of Final Acceptance from CDEV Engineering.
22. Prior to final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
 - a. As-builts are to be submitted as PDFs for review and approval.
 - b. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.
 - c. Approved as-builts are to be submitted in PDF and in either AutoCad or Carlson formats.
23. Prior to final acceptance the 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A Upon final acceptance of the development improvements a two-year (2) warranty bond commences.
24. 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
25. 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.
26. A homeowner's association (HOA) will be required and a draft copy of the CC&Rs for the development is to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&Rs for ownership and maintenance of the stormwater facility, private storm drainage systems, open spaces, retaining walls, fencing, landscaping, irrigation, private roads, and tracts or easements outside of the City's right-of-way. All necessary easements and dedications shall be noted on the final plat.
27. Accessory dwelling units shall not be precluded in the CC&R's.

28. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three (3) years after issuance of Certificate of Occupancy (COO).
 - a. If plantings fail to survive, the property owner shall promptly replace them.
29. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
30. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the city.
 - a. All designs will be in accordance with applicable City codes.
 - b. The maintenance of the entrance structure will be the responsibility of the homeowners.
31. Per CMC 17.21.060.H Permits for one sales office and/or one model home per plat or phase may be issued after the final plat is recorded, and prior to final acceptance. Building permit applications for any other residential buildings will not be accepted until after final acceptance is issued.
32. Unless construction of this site commences within five (5) years of issuance of this decision, this permit will expire

Special Conditions of Approval:

Planning:

33. The recommendations provided by the Department of Ecology shall be complied with.
34. The applicant shall comply with the Arborist Report.
35. All signage shall comply with CMC 18.15.
36. The applicant shall follow the Archaeological Predetermination report recommendations and receive the applicable permits from DAHP prior to site development.
37. 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.

Prior to Final Engineering Plan Approval:

Planning:

38. Retaining walls shall comply with CMC 18.17.060.D.
39. The parking spaces in Tract A shall be placed in a separate parking tract.
40. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City's Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping should be installed or bonded for prior to final acceptance per CMC 17.19.030.F.3.
41. Landscaping in Tract E shall meet the double frontage requirements in CMC 17.19.030.D.6.

Engineering:

[Parks and Open Space]

Tract A – Open Space

42. Prior to engineering plan approval, the applicant is to revise the preliminary plans for the segment of the T-27 trail that is located in Tract A as follows:
- a. The trail is to meet the United States Access Boards Accessible Standard for Federal Outdoor Developed Areas:
 - i. 7% maximum slope for a maximum segment of 200-feet, followed by a properly designed resting interval.
 - ii. No more than 30% of the total trail length can exceed 8.33%.
 - iii. Cross slope cannot exceed 2%
 - b. The entire length of the trail is to be a minimum 10-foot-wide paved surface with a 1-foot gravel shoulder each side.

[Water]

Tract A – Open Space

43. Prior to engineering plan approval, the applicant is to revise the water utility plans for Tract A to provide for a northerly connection through Tract A to tie into the 10-inch water main in SE 15th Street to provide a fully looped water system.

Tract B and Tract C – Private Streets

44. Prior to engineering plan approval, the applicant is to submit revised utility plans for Tract B that extends the water main to the west a sufficient distance to allow for all water services for Lots 15 - 17 to be perpendicular to the water main. Additionally, the paved surface of Tract B is to be extended a sufficient distance west for the water main, all water services, blowoff, and water meter boxes to be placed in a paved surface.
45. Prior to engineering plan approval, the applicant is to submit revised utility plans for Tract C that extends the water main located in Tract C to the west a sufficient distance to allow for all water services for Lots 18 - 23 to be perpendicular to the water main. Additionally, the paved surface of Tract C (Private Street) is to be extended a sufficient distance west for the water main, all water services, blowoff, and meter boxes to be placed in a paved surface.

Hydrants

46. Prior to engineering plan approval, the applicant shall work with engineering and the Fire Marshal's Office (FMO) to determine if any additional fire hydrant are required.

Water Sampling Station

47. Prior to engineering plan approval, the applicant is to revise the water utility plans to include a proposed location for installation of the onsite water sampling station.

Utility and Landscape Plans

48. Prior to engineering plan approval, the water utility plans, and the landscape plans are to be revised showing the locations and sizes of the irrigation services and meters.

[Storm Drainage]

Minimum Requirement (MR) #1

49. Prior to engineering plan approval, the applicant shall submit a complete set of stormwater plans, which are to include plans, profiles, and details for the collection and conveyance system.

NE 41st Avenue

50. Prior to engineering plan approval, the plans are to be revised showing the stormwater main in NE 41st Avenue extended to the western dead-end of NE 41st Avenue of the proposed development with a storm manhole installed in lieu of a cleanout, for future development.

NE 40th Avenue

51. Prior to engineering plan approval, the plans are to be revised showing the stormwater main in NE 41st Avenue extended to the western dead-end of NE 41st Avenue of the proposed development with a storm manhole installed in lieu of a cleanout, for future development.

Tract D – Stormwater Facility

52. Prior to engineering plan approval, the applicant is to submit revised plans that provide a 10-foot landscape buffer between NE Woodburn Drive and the storm facility Tract D.
53. Prior to engineering plan approval, the applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the stormwater facility. Additionally, the plans are to provide for a minimum 10-foot-wide double gate at the paved access road to the facility and a minimum 4-foot-wide man gate for inspection access.

Tract B – Private Road

54. Prior to engineering plan approval, the stormwater plans for Tract B should be revised to include a stormwater manhole at the right-of-way at NE 275th Avenue to separate the public and private storm system as the stormwater system located in Tract B is to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA).

Tract C – Private Road

55. Prior to engineering plan approval, the stormwater plans for Tract C should be revised to include a stormwater manhole at the right-of-way at NE 275th Avenue to separate the public and private storm system as the stormwater system located in Tract C is to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA). Additionally, the catch basin at the east end of Tract C is to be directed to the manhole located at the right-of-way in lieu of the proposed manhole in NE 275th Avenue.

Lots 24-32 - Rear Yard Storm System

56. Prior to engineering plan approval, the stormwater plans for the 8-inch rear yard stormwater line located behind Lots 24-32 are to include an accessible structure, such as an area drain, at each of the roof drain laterals for homeowner maintenance and to capture rear yard runoff.

Minimum Requirement (MR) #3

57. Prior to engineering plan approval, the applicant should revise the Final Stormwater Technical Report (TIR) and the Stormwater Pollution Prevention Plan (SWPPP) to include source control BMPs per MR #3, for the proposed development.

Minimum Requirement (MR) #9

58. Prior to engineering plan approval, the applicant shall submit a Final Stormwater TIR that includes a standalone O&M Manual that addresses all aspects of stormwater maintenance, including the applicable sections from the City's *June 2022 Stormwater Sewer System Operations & Maintenance Manual* and Ecology's *Stormwater Maintenance Manual for Western Washington (SWMMWW)*

[Erosion Control]

59. Prior to engineering plan approval, the applicant shall be required to submit a complete set of Erosion and Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.
60. Prior to engineering plan approval, the applicant shall be required to include location/s of temporary storm drainage facilities as part of the Erosion Sediment Control (ESC) plans.

[Sanitary Sewer Disposal]

61. Prior to engineering plan approval, the applicant is to submit revised utility plans ensuring that all sanitary sewer laterals are perpendicular to the main and are located at opposite sides of the lots from the water services.

NE 41st Avenue and NE 40th Avenue – Public Streets

62. Prior to engineering plan approval, the applicant is to submit revised utility plans with sanitary sewer manholes in lieu of cleanouts at both ends of the new gravity sewer main in NE 41st Avenue; and a sanitary sewer manhole at the west end of the new sewer main in NE 40th Avenue; as both of these sanitary sewer mains and NE 41st Avenue and NE 40th Avenue will be extended west for future developments.

Tract B and Tract C – Private Streets

63. Prior to engineering plan approval, the applicant is to submit revised utility plans for Tract B that extend the gravity sewer main a sufficient distance to the west to allow for the sewer laterals for Lots 15-17 to be perpendicular to the sewer main. Additionally, the paved surface of Tract B (Private Street) is to be extended a sufficient distance west for the sewer main and all sewer laterals are to be placed in a paved surface.
64. Prior to engineering plan approval, the applicant is to submit revised utility plans for Tract C that extend the gravity sewer main to the west a sufficient distance to allow for the sewer laterals for Lots 18-23 to be perpendicular to the sewer main. Additionally, the paved surface of Tract C (Private Street) is to be extended a sufficient distance west for the sewer main and all sewer laterals are to be placed in a paved surface.

[Roads]

65. Prior to engineering plan approval, the future interior street names and numbers, public and private, are to be revised in accordance to the street names and numbers as determined by the Building Official.

[Existing Public Roads]

SE 15th Street

66. Prior to engineering plan approval, the preliminary street plans are to include the minimum 7-feet of right-of-way width dedication will result in the required right-of-way width of 37-feet from the centerline of SE 15th Street.

NE Woodburn Drive

67. Prior to engineering plan approval, the preliminary street plans are to include the additional right-of-way width dedication along the north side of NE Woodburn Drive that has not been fully improved. The right-of-way dedication of approximately 17-feet is to result in a 30-foot-wide right-of-way width, as measured from the centerline of NE Woodburn Drive, and provide the full 60-foot right-of-way width along the frontage of the proposed development.

68. Prior to engineering plan approval, the applicant is to submit a complete set of street plans that include construction of the full-depth half-width road improvements from the existing centerline of NE Woodburn Drive, from the western end of Tract F of the Hills of Round Lake Phase 9 to the westernmost property line of the proposed development per CDSM Street Detail ST4 for 60-foot Collectors and Arterials.
- a. The full depth street section is to consists of a minimum 0.5-feet (6-inches) of asphalt and 1-foot (12-inches) of crushed rock base course per the current CDSM, Street Detail ST4 standards; and results in the 36-feet of paved surface, curb, gutter, and a 6-foot detached sidewalk.
69. Prior to engineering plan approval, the applicant is to submit a complete set of street plans that include the full depth half-width improvements extended from the western end of Tract F of the Hills of Round Lake Phase 9, to the westernmost property line of the proposed development that abuts Parcel No. 178418000, and results in 36-feet of paved surface, curb, gutter, and a 6-foot detached sidewalk. The taper from full width to existing width is to be accomplished with signing and striping.

[Proposed Public Roads]

70. Prior to engineering plan approval, the preliminary street plans are to be revised with the curb ramps per CDSM, Street Detail ST20A – Type 1 Dual Perpendicular Curb Ramps, which directs pedestrians perpendicular to the street in lieu of directing them into the intersection; or per CDSM Street Detail ST22 – Type 3 Combo Curb Ramp; ST23 – Type 4 Combo Curb Ramp; or ST24 – Mid-Block Curb Ramp.

NE 275th Avenue

71. Prior to engineering plan approval, the preliminary street plans are to be revised with the full 52-foot right-of-way width shown to extend to the end of NE 275th Avenue, on both sides of the street. The full 18-foot depth of the off-street parking spaces is to be located behind the sidewalk/right-of-way. Staff supports a curb tight sidewalk and no planter street along the frontage of Tract F
72. Prior to engineering plan approval, the applicant is to work with Engineering staff and the Fire Marshal's Office to provide an acceptable dead-end turnaround at the south end of proposed NE 275th Avenue.

[Proposed Private Streets]

Tract B – Private Street

73. Prior to engineering plan approval, the applicant shall provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company, as the City does not provide towing on private roads, no does the City enforce no parking on private roads.

Tract C – Private Street

74. Prior to engineering plan approval, the applicant shall provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company, as the City does not provide towing on private roads, no does the City enforce no parking on private roads.

[Driveways]

75. Prior to engineering plan approval, a note is to be added to the street plans stating that driveway throats for single-family lots shall not exceed 40% of the total lot frontage.

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

[Street lighting]

76. Prior to engineering plan approval, all streetlight locations are to be shown on the engineering and landscape plans. Streetlights on private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.

Tract C – Private Street

77. Prior to engineering plan approval, a streetlight is to be added to Tract C (Private Street) as Tract C is in excess of 100-feet in length and serves 6 dwelling units. The private meter for Tract C is to be shown on the street, utility, and landscape plans.

[Street Trees]

78. Prior to engineering plan approval, the applicant is to show proposed driveway locations for each lot to ensure that street trees are not impacted.
79. The applicant is required to submit to the City for review and approval a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13, in addition to CMC Chapter 17.19.030.F.6, and include plantings from the City's approved plan list.

[Storm Facility Landscaping]

80. Prior to engineering plan approval, the applicant is to submit revised plans that provide a 10-foot landscaping between Tract D, Stormwater Facility, and where it abuts NE Woodburn Drive.
81. Prior to engineering plan approval, the applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the stormwater facility, Tract D. Additionally, the plans are to provide for a minimum 10-foot-wide double gate at the paved access road to the facility and a minimum 4-foot-wide man gate for inspection access.

[Retaining Walls]

82. Prior to engineering plan approval, all retaining wall locations are to be shown on the civil construction plans. Requirements are as follows:
- a. Block retaining walls: submit plans, profiles, sections, and structural calcs with the civil construction plans for review, approval, and inspection by Development Engineering.
 - b. Poured in-place retaining walls: submit plans, profiles, sections, and structural calcs to the Building Dept. as part of a building permit application. Building Dept. is responsible for review, approval, and inspection.

[Traffic Impact Analysis]

83. Prior to engineering plan approval, the applicant is to provide an updated TIS that includes an analysis of the intersection of NE 275th Avenue and NE 41st Avenue with sight-distance and capacity addressed.
84. Prior to engineering plan approval, the applicant is to provide an updated TIS that includes an analysis of the intersection of NE 41st Avenue and NE Umatilla Street that includes the traffic volume that will

double with the proposed development for sight distance and provide and install recommendations if stopping sight distance is not adequate.

Prior to Land-Disturbing Activities:

85. Prior to any land-disturbing activities, the applicant shall be required to submit a site specific SWPPP in addition to Ecology's NPDES Temporary Construction Stormwater Permit, per MR #2. The SWPPP is to include 24-hour contractor contact information; and the name of the Project CESCL and CESCL certification number and expiration date. (CESCL = Certified Erosion and Sediment Control Lead).
86. Prior to any land-disturbing activities, an electronic copy of the NPDES GCSWP permit, an electronic copy of the SWPPP, and the Erosion and Sediment Control bond are to be submitted to the city.
87. Prior to any land-disturbing activities, which includes tree cutting and clearing and grading, an approved set of final engineering plans, including erosion prevention and sediment control measures is required.
88. Prior to any land-disturbing activities, the applicant is to provide documentation to the city that any wells and/or septic systems on-site 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.

Prior to Final Plat Approval:

Planning:

89. Setbacks shall be shown on the plat as a setback table as well as on each individual lot.

Engineering:

[Parks and Open Space]

90. Prior to final plat approval, the following notes are to be added to the plat:
 - a. Tract A is to be owned and maintained by the Homeowners/Homeowners Association (HOA).
 - b. The T-27 trail located in Tract A is to be owned and maintained by the city with a public access easement granted over the T-27 trail located in Tract A.
91. Prior to final plat approval, the following note is to be added to the plat stating that Tract G is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA), with a public access easement granted over the pedestrian rail located in Tract G.

[Water]

Tract A – Open Space

92. Prior to final plat approval, a note should be added to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water mains located in Tract A (Open Space) for the purpose of inspection, maintenance and operation of said public water main.

Tract B and Tract C – Private Streets

93. Prior to final plat approval the following notes are to be added to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water mains in Tract B (Private Street) and Tract C (Private Street) for the purpose of inspection, maintenance and operation of said public water mains and water services.

Tract G – Utility Tract

94. Prior to final plat approval a note shall be added to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract G for the purpose of inspection, maintenance and operation of said public water main.

Irrigation

95. Prior to final plat approval, a note is to be added to the final plat stating that irrigation meters required for open space areas are to be privately owned and maintained by the Homeowners and/or Homeowners' Association (HOA).

[Storm Drainage]

Tract D – Stormwater Facility

96. Prior to final plat approval a note shall be added to the final plat stating that the stormwater facilities in Tract D are to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA), 2-years after final acceptance is issued. Right-of-entry shall be granted to the City of Camas for inspection purposes.

Tract B – Private Road

97. Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that the storm system located in Tract B is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Tract C – Private Road

98. Prior to final plat approval, a note should be added to the final plat stating that the storm system located in Tract C is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Lots 24-32 – Private Rear Yard Storm System

99. Prior to final plat approval, a note should be added to the final plat stating that the private rear yard storm system behind Lots 24-32, are located in a 10-foot-wide private storm easement and is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

[Sanitary Sewer Disposal]

Tract B and Tract C – Private Streets

100. Prior to final plat approval, the following notes are to be to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sewer mains in Tract B (Private Street) and Tract C (Private Street) for the purpose of inspection, maintenance and operation of said public sewer mains and sewer laterals.

Tract G – Utility Tract

101. Prior to final plat approval a note is to be added to the final plat stating that a utility access and maintenance easement over and under the gravity sanitary sewer main located in Tract G is to be granted to the City of Camas for the purpose of inspection, maintenance, and operation of said public gravity sanitary sewer main.

[Roads]

102. Prior to final plat approval, the final plat is to be revised with the final street names and numbers as determined by the Building Official.

Existing SE 15th Street

103. Prior to final plat approval, the plat is to include the minimum 7-feet of right-of-way width dedication will result in the required right-of-way width of 37-feet from the centerline of SE 15th Street.

Existing NE Woodburn Drive

104. Prior to final plat approval, the plat is to include sufficient right-of-way dedication of approximately 17-feet resulting in 30-feet of right-of-way, as measured from the centerline of NE Woodburn Drive, to provide the full 60-foot right-of-way width along the frontage of the proposed development.

Private Streets

105. Prior to final plat approval, a note is to be added to the final plat stating that the streetlight on Tract C is metered separately and is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).
106. Prior to final plat approval, a note is to be added to the final plat that addresses removal of unauthorized vehicles from Tract C, private street.
107. Prior to final plat approval, a note is to be added to the final plat stating that the parking spaces in Tract A are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).
108. Prior to final plat approval, a note is to be added to the final plat stating that the parking spaces in Tract F are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).
109. Prior to final plat approval, a note is to be added to the final plat stating that all the private Tracts are to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

[Driveways]

110. Prior to final plat approval, a note is to be added to the final plat stating that driveway throats on single-family lots shall not exceed 40% of the total lot frontage.

Prior to Final Acceptance:

Planning:

111. Each tree shall be spaced 30 feet apart unless driveways, utilities or other infrastructure prevent them.

Engineering:

112. The applicant is required to provide a design for a 'No Parking and Towing' sign for review and approval.
- a. Said sign is to include contact information for a towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.
113. Prior to final acceptance, the applicant shall be required to install the 'No Parking and Towing' signs on Tract B, Private Street.
114. Prior to final acceptance, the applicant shall be required to install the 'No Parking and Towing' signs on Tract C, Private Street.

115. 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, prior to issuance of Final Acceptance from CDEV Engineering.
116. Prior to final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
 - a. As-builts are to be submitted as PDFs and in either AutoCad or Carlson formats.
 - b. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.
117. Prior to final acceptance, the 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A upon final acceptance of the development improvements a two-year (2) warranty bond commences.
118. Prior to final acceptance, the applicant is to pay the proportionate share amount of \$6,000 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

Prior to Final Occupancy:

Planning:

119. Street trees adjacent to lots should be installed prior to final occupancy per CMC 17.19.030.F.4.
120. The maximum building height shall be 35 feet.
121. There shall be two (2) off-street parking spaces provided for each single family dwelling.

Proposed Plat Notes

1. A homeowner's association (HOA) will be required for this development. Copies of the CC&Rs shall be submitted and on file with the City of Camas.
2. Building permits will not be issued by the Building Department until all subdivision improvements are completed and Final Acceptance has been issued by the City.
3. Driveway throats on single-family lots shall not exceed 40% of the total lot frontage.
4. Maximum building lot coverage for this subdivision is 40%.
5. The lots in this subdivision are subject to traffic impact fees, school impact fees, fire impact fees and park/open space impact fees. Each new dwelling will be subject to the payment of appropriate impact fees at the time of building permit issuance.
6. Tree topping is not permitted within this development, nor removal of more than 20 percent of a tree's canopy. Trees that are determined to be hazardous by a licensed arborist may be removed after approval by the City. Required street trees shall be promptly replaced with an approved species.
7. In the event any item of archaeological interest is uncovered during a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
8. Tract A – Open Space and Off-street Parking: Are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).

9. Tract A – Open Space: The T-27 trail located in Tract A is to be owned and maintained by the city with a public access easement granted over the T-27 trail located in Tract A.
10. Tract A – Open Space: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract A, Open Space for the purpose of inspection, maintenance and operation of said public water main.
11. Tract B – Private Street: An access and maintenance easement is granted to the City of Camas over and under Tract B, Private Street for the purpose of inspection, maintenance, and operation of said public water main and water services.
12. Tract B – Private Road: The storm system located in Tract B is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).
13. Tract B – Private Street: An access and maintenance easement is granted to the City of Camas over and under Tract B, Private Street for the purpose of inspection, maintenance, and operation of said public gravity sanitary sewer main and sanitary laterals.
14. Tract B – Private Street: Is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).
15. Tract B: Provisions are to be made for a towing service to remove unauthorized vehicles. ‘No Parking and Towing’ signs are to be placed on the private roads and are the responsibility of the Homeowners and/or the Homeowner’s Association (HOA).
16. Tract C – Private Street: An access and maintenance easement is granted to the City of Camas over and under Tract C, Private Street for the purpose of inspection, maintenance, and operation of said public water main and water services.
17. Tract C – Private Road: The storm system located in Tract C is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).
18. Tract C – Private Street: An access and maintenance easement is granted to the City of Camas over and under Tract C, Private Street for the propose of inspection, maintenance, and operation of said public gravity sanitary sewer main and sewer laterals.
19. Tract C – Private Street: Is to be owned and maintained by the Homeowners/Homeowners Association (HOA).
20. Tract C: The streetlight is metered separately and is to be owned and maintained by the Homeowners and/or the Homeowner’s Association (HOA).
21. Tract C: Provisions are to be made for a towing service to remove unauthorized vehicles. ‘No Parking and Towing’ signs are to be placed on the private roads and are the responsibility of the Homeowners and/or the Homeowner’s Association (HOA).
22. Lots 24-32 – Private Rear Yard Storm System: The private rear yard storm system behind Lots 24-32, are located in a 10-foot-wide private storm easement and is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).
23. Tract D – Stormwater Facility: The stormwater facilities located in Tract D are to be owned and maintained by the homeowners and/or the Homeowners Association (HOA), 2-years after final acceptance is issued. Right-of-entry shall be granted to the City of Camas for inspection purposes
24. Tract E - Open Space: Is to be owned and maintained by the Homeowners and/or the Homeowner’s Association (HOA).

25. Tract F - Off-Street Parking: Is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).
26. Tract G –Pedestrian Trail: Is to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA). A public access easement is required over the pedestrian access trail.
27. Tract G – Utility Tract: Is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).
28. Tract G – Utility Tract: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract G (Utility Tract) for the purpose of inspection, maintenance, and operation of said public water main.
29. Tract G – Utility Tract: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract G (Utility Tract) for the purpose of inspection, maintenance, and operation of said public gravity sanitary sewer main.
30. All irrigation meters required for open space areas are to be privately owned and maintained by the Owners and/or Homeowners Association (HOA).
31. Ownership and maintenance of the storm systems located within private storm easements are the responsibility of the adjacent homeowners and/or the Homeowners Association (HOA).
32. Provisions are to be made for a towing service to remove unauthorized vehicles. 'No Parking and Towing' signs are to be placed on the private roads in Tract B and Tract C; and at the private off-street parking spaces in Tract A and Tract F; and are the responsibility of the Homeowners and/or the Homeowner's Association (HOA).