

**AKS ENGINEERING & FORESTRY, LLC**

9600 NE 126TH AVENUE, SUITE 2520

VANCOUVER, WA 98682

(360) 882-0419

August 31, 2026

Madeline Coulter
 City of Camas Community Development
 616 NE 4th Avenue
 Camas, WA 98607

RE: Uhacz Subdivision SUB26-1011 Staff Report Response**Staff (COC) Responses to AKS September 2, 2026**

Dear Madeline,

Below is a list of clarifications with the findings and requested revisions to the conditions for the Staff Report for Uhacz Subdivision (SUB26-1011) (Staff Report), dated August 24, 2026. All requested condition modifications also apply to the associated findings in the staff report if the finding has not been listed. The clarifications or modifications to the findings and conditions are identified followed by reasoning for the request.

Cover Page**Applicant/Owner:**

The cover page lists AKS Engineering & Forestry as the Applicant/Owner.

Clarification: The Applicant wants to clarify that AKS does not own the property.

Findings**Page 27 Proportional share intersection fees:**

~~\$2,200~~ **1,200** towards NE 192nd Avenue/NE 13th Street mitigation.

Staff concurs with revision to the bullet item on Page 27

Clarification: The proportional share table on Page 26, so just clarification to ensure findings match.

Conditions of Approval**Page 30, Condition 16. Staff Concurs**

*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 **in the vicinity of the finds**, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).*

Request: The Applicant requests the condition be revised as noted above. The modification will allow site improvements to continue elsewhere on-site while any discovered items are investigated.

Page 31, Condition 36. Staff Concurs

*The applicant shall follow the Archaeological Predetermination report recommendations and ~~receive the applicable permits from~~ **coordinate with** DAHP prior to site development.*

Request: The Applicant requests the condition be revised as shown above. The Applicant's archaeologist has been having on-going coordination with DAHP and no additional permitting is needed at this time.

Page 31, Condition 37. Staff Concurs

~~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.~~

Request: The Applicant requests the condition be removed. It is a duplicate of condition 16.

Page 32, Condition 42. Staff Concurs with the following revision:

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, with the exception of a 6-foot-wide path for approximately 20-feet at the southern end of the trail adjacent to the proposed parking stalls on NE 41st Avenue. The off-street parking stalls in Tract A are to be available to the public and maintained by the HOA.

Request: The Applicant requests the condition be revised as shown. This will allow the T-27 trail to taper to 6 feet wide at the parking stalls on the south end of Tract A. Tapering the T-27 trail will provide “traffic calming” measures for bicyclists and pedestrians as they intersect the sidewalk and public right-of-way, improving safety. The narrowed trail at this location also allows three parking stalls to remain as proposed keeping a more even distribution of the guest parking stalls on the site.

Page 32, Condition 43. Staff Concurs after confirmation from Operations

~~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.~~

Request: The Applicant requests the condition be removed. The project is looping the water main from NE Umatilla Street to NE Woodburn Drive. Water service has also been stubbed to the west property line, where it can then be looped back to SE 15th Street with future development. Providing a water main within Tract A, which will not serve any lots, is beyond the impact created by the development. Additionally, a portion of the existing 10-foot paved driveway is being protected in Tract A to protect neighboring trees located along the abutting property lines. Installation of a water line would require reconstruction of the trail in the segment and potentially significant impact to the trees. Therefore, the potential impact of a water line, that is beyond the impacts of the development, does not serve the development, and when surrounding parcels developing in the future can loop water back to SE 15th Street, is greater than the potential benefit it will provide.

Page 32, Condition 44. Staff is not in support. Condition should remain as originally written.

Justification: The water main shown in Tract B on the preliminary plans was proposed by the applicant and is required by Operations.

Prior to engineering plan approval, the applicant is to submit revised utility plans for Tract B that **either** 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 **or removes the water main from Tract B and places the water meters in the right-of-way with private services extended to the lots through Tract B. Additionally, If the water main remains in Tract B, 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.**

Request: The Applicant requests the condition be revised as shown above. The modified condition gives the applicant the flexibility to adjust the design and maintains the requirements if the main stays in Tract B.

Page 32, Condition 45. **Staff is not in support. Condition should remain as originally written.**

Justification: The water main shown in Tract C on the preliminary plans was proposed by the applicant and is required by Operations.

Prior to engineering plan approval, the applicant is to submit revised utility plans for Tract C that ~~either 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 or removes the water main from Tract C and places the water meters in the right-of-way with private services extended to the lots through Tract C. Additionally, If the water main remains in Tract C,~~ 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.

Request: The Applicant requests the condition be revised as shown above. The modified condition gives the applicant the flexibility to adjust the design and maintains the requirements if the main stays in Tract C.

Page 33, Condition 50. **Staff is in support with the following revision:**

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. ~~if necessary for future development.~~

Request: The Applicant requests the condition be revised as shown above. If the adjacent site does not discharge to the subject site at this general location, future extension of the stormwater line will not be necessary.

Page 33, Condition 51. **Staff is in support with the following revision:**

Prior to engineering plan approval, the plans are to be revised showing the stormwater main in NE ~~41st~~ 40th Avenue ~~extended to the western dead end of NE 41st 40th Avenue of the proposed development~~ with a storm manhole installed in lieu of a cleanout. ~~if necessary for future development.~~

Request: The Applicant requests the condition be revised as shown above. The street name is incorrect and if the adjacent site does not discharge to the subject site at this general location, future extension of the stormwater line will not be necessary.

Page 33, Condition 53. **Staff concurs as storm facility discharges to an existing storm manhole.**

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.~~

Request: The Applicant requests the condition be revised as shown above. A man gate is not needed and the double gate will provide adequate access for inspection.

Page 33, Condition 54. **Staff does not support. Condition should remain as originally written.**



~~Prior to engineering plan approval, the stormwater plans for Tract B should be revised to include a stormwater manhole near 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).~~

Request: The Applicant requests the condition be removed. The private street drains to a catch basin that is very near the right-of-way and just outside the public utility easement (PUE). There is not adequate space to construct a manhole between the catch basin and the PUE/right-of-way. The City will also have an easement to access and inspect the catch basin with the private street and there are no other connections between the private catch basin and the manhole in the right-of-way.

Justification: Storm mains, laterals, and catch basins on private streets are owned and maintained by the HOA. A physical separation is required between public and private storm systems.

Page 33, Condition 55. **Staff does not support. Condition should remain as originally written.**

~~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.~~

Request: The Applicant requests the condition be removed. The private street drains to a catch basin that is very near the right-of-way and just outside the public utility easement (PUE). There is not adequate space to construct a manhole between the catch basin and the PUE/right-of-way. The City will also have an easement to access and inspect the catch basin with the private street and there are no other connections between the private catch basin and the manhole in the right-of-way.

Justification: Storm mains, laterals, and catch basins on private streets are owned and maintained by the HOA. A physical separation is required between public and private storm systems.

Page 33, Condition 56. **Staff does not support. Condition should remain as originally written.**

Justification: International plumbing code applies from the crawl space, foundation drains, and roof drain to the storm lateral connection. These standards do not apply to the separate community storm main that serves lots 24-32 and will be owned and maintained by the homeowners and/or HOA. Regardless, these cleanouts are for the protection of each lot owner from off-site issues that may arise.

~~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.~~

Request: The Applicant requests the condition be removed. The rear-yard stormwater system will be privately owned and maintained and will be constructed to international plumbing code standards as required. The stormwater manual does not require accessible structures where private roof drain laterals connect to private systems.

Page 34, Condition 62. **Staff does not support. Condition should remain as originally written.**

Justification: Operations require the manholes for maintenance and access purposes.

~~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.~~

Request: The Applicant requests the condition be removed. A manhole is not necessary to allow for future extension of the sanitary sewer system on NE 40th Avenue and NE 41st Avenue. Additionally, the distance between the planned manhole and planned cleanout is less than the maximum manhole spacing distance, allowing sewer to be extended to a future manhole on the adjacent property when it is developed.

Page 34, Condition 63. **Staff does not support. Condition should remain as originally written.**

Justification: The sewer main shown in Tract B on the preliminary plans was proposed by the applicant and is required by Operations.

*Prior to engineering plan approval, the applicant is to submit revised utility plans for Tract B that ~~either~~ extends 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, **or terminate the sanitary sewer main with a manhole within Tract B for the laterals of Lots 20 & 21 enter directly into.** Additionally, the paved surface of Tract B (Private Street) is to be extended, **as needed**, a sufficient distance west for the sewer main and all sewer **main structures laterals** are to be placed in a paved surface.*

Request: The Applicant requests the condition be revised as shown above. Lot 15 can enter the main through a manhole and extend into the lot to better align with future home construction. Lateral installation will follow Standard Detail SG2, which does not require the lateral be within a paved surface.

Page 34, Condition 64. **Staff does not support. Condition should remain as originally written.**

Justification: The sewer main shown in Tract C on the preliminary plans was proposed by the applicant and is required by Operations.

*Prior to engineering plan approval, the applicant is to submit revised utility plans for Tract C that ~~either~~ extends 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, **or terminate the sanitary sewer main with a manhole within Tract C for the laterals of Lots 20 & 21 enter directly into.** Additionally, the paved surface of Tract C (Private Street) is to be extended, **as needed**, a sufficient distance west for the sewer main and all sewer **main structures laterals** are to be placed in a paved surface.*

Request: The Applicant requests the condition be revised as shown above. Lots 20 & 21 can enter the main through a manhole and extend into the lot to better align with future home construction. Lateral installation will follow Standard Detail SG2, which does not require the lateral be within a paved surface.

Page 35, Condition 68. **Staff does not support. Condition should remain as originally written.**

Justification: This requirement is per CMC 17.19.040.B. The applicant would have to request a deviation from the design standards and provide a report from a Geotechnical investigation of the existing road section.

*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 westernmost property line of the proposed development per CDSM Street Detail ST4 for 60-foot Collectors and Arterials. **Engineering plans to include pavement grind-and-inlay of NE Woodburn Drive meet half-street standards. Sidewalk may stop short of the westernmost property boundary as shown on the preliminary plans to protect the existing off-site tree.***



- 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.

Request: The Applicant requests the condition be revised as shown above. Full depth re-construction to NE Woodburn Drive is not necessary as this section of roadway was recently constructed. The Applicant will perform road widening improvements to bring NE Woodburn Drive and bring NE Woodburn Drive to City of Camas Street Detail ST4 standards along most of the site's boundary with NE Woodburn Drive. Improvements to NE Woodburn Drive will end ± 8 feet short of the site's west boundary to protect an off-site tree that is ± 7 feet to the west. To bring NE Woodburn Drive into compliance with CDSM Street Detail ST4 standards, the Applicant will perform grind-and-inlay improvements of NE Woodburn Drive where pavement currently exists. The roadway widening improvements will add 6 inches of asphalt to NE Woodburn Drive, replacing the existing 4.8 inches of asphalt and bringing the roadway into compliance with current standards.

Page 35, Condition 71. Staff does not support. The condition should remain as originally written.

Justification: The right-of-way width at this location does not meet the minimum street width standard and Tract F is a private.

Prior to engineering plan approval, the preliminary street plans are to be revised to show a striped pedestrian crossing to the west side of NE 275th Avenue adjacent to Tract F. 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.

Request: The Applicant requests the condition be revised as shown above. NE 275th Avenue terminates at Tract F and will not be extended in the future and there are no pedestrian connections south of Tract F on the east side NE 275th Avenue. Vehicle traffic, other than the occasional maintenance vehicle, will also not travel beyond Tract F. Therefor there is not a need for the full right-of-way width in this section and a striped pedestrian crossing from Tract F will provide for pedestrian safety.

Page 35, Condition 72. Staff does not support. The condition should remain as originally written.

Justification: The applicant is proposing a public road being used as a private turnaround. As conditioned acceptability will be determined during engineering review with FMO.

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.

Request: The Applicant requests the condition be removed. The private road within Tract C and NE 275th Avenue create a hammerhead that meets the minimum requirements of City of Camas Standard Detail ST36. If this is inadequate, the Applicant request clarification on what the additional requirements would be.

Page 36, Condition 75. Staff supports with the following revision:

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, unless otherwise approved by the City Engineer. An exception can be made for some lots at building permit; however, in no case shall driveway throats exceed 50 percent of the total lot frontage.

Request: The Applicant requests that the condition be revised as shown above. The Applicant would like to provide three-car garages where feasible; however, on 60-foot-wide lots, the Applicant is limited to 24-foot-wide driveways. Site topography and geometry may allow three-car garages, which are typically wider than 24 feet at



their throat; therefore, the Applicant would like an exception.

Page 36, Condition 83. Staff supports with the following revision:

Prior to engineering plan approval, the applicant is to provide sight-distance and vision clearance on both corners of verification at the intersection of NE 41st Avenue and NE 275th Street.

~~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.~~

Request: The Applicant requests that the condition be revised or deleted. NE 275th Avenue and NE 41st Avenue have not yet been constructed; therefore, analysis cannot be performed prior to construction completion.

Page 36, Condition 84. Staff Concurs.

~~Prior to engineering plan approval, the applicant is to provide an **sight-distance verification** 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.~~

Request: The Applicant requests that the condition be revised as noted above. The above recommendation is consistent with the recommendations of the TIS.

Page 37, Condition 88. Staff does not concur. Condition should remain as originally written.

Justification: Decommissioning of wells/septic systems lessens the chance of contamination to ground water.

~~Prior to **final acceptance** 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.~~

Request: The Applicant requests that the condition be revised as noted above and moved under the Prior to Final Acceptance section that begins at condition 111. Well and septic decommissioning requires ground disturbance and are typically done concurrently with site demolition and clearing/grading.

Page 37, Condition 91. Staff Concurs.

~~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 trail located in Tract G.~~

Request: The Applicant requests that the condition be revised as shown above. The modification is to fix the scrivener's error.

Page 37, Condition 92. Staff Concurs.

~~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.~~

Request: The Applicant requests the condition be removed. As the applicant has requested the removal of Condition 43, this condition is no longer valid.

Page 37, Condition 93. Staff does not concur. Condition should remain as originally written.



Prior to final plat approval, if water mains are installed in Tracts B and C, 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.

Request: The Applicant requests the condition be revised as shown above. The applicant has requested flexibility to remove the water mains from Tracts B and C, and this modification still requires the plat note, should a water main be installed in Tracts B and C.

Page 38, Condition 95. Staff does not concur. Condition should remain as originally written.
Justification: City owns residential domestic meters only. Irrigation meters are owned by the HOA or homeowners.

~~*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).*~~

Request: The Applicant requests that this condition be removed. If the irrigation meters are installed in the right-of-way, then they function the same as a standard water meter for ownership and maintenance and if they are located in the private tract, then the ownership and maintenance of the private tract covers the meter as well.

Page 37, Condition 96. Staff does not concur. Condition should remain as originally written.
Justification: Language is per CMC 14.02.

~~*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.*~~

Request: The Applicant requests the condition be modified. Notating ownership and maintenance periods after final issuance are not needed on the plat note.

Page 39, Condition 110. Staff does not concur. Condition should remain as originally written.
Justification: Plat note provides clarity to the Building Dept. during plan review.

~~*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.*~~

Request: This is covered in the City standard details, therefore, a plat note is not necessary, especially as the requirement in the standard detail could change in the future.

Plat Notes

Page 40, Proposed Plat Note 3. Staff does not concur. Condition should remain with the following revision:

Driveway throats on single-family lots shall not exceed 40% of the total lot frontage, unless otherwise approved by the City Engineer.

Justification: Plat note provides clarity to the Building Dept. during plan review.

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

Request: This is covered in the City standard details, therefore, a plat note is not necessary, especially as the requirement in the standard detail could change in the future.



Page 41, Proposed Plat Note 10. Staff Concur.

~~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.~~

Request: The Applicant requests the plat notes be removed. As the applicant has requested the removal of Condition 43, this plat note is no longer valid.

Page 41, Proposed Plat Note 11. Staff does not concur. The water main is required.

Tract B – Private Street: **If a water main is installed within Tract B, then a plat note stating: “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.” shall be placed on the plat.**

Request: The Applicant requests the plat note be modified. Should the water mains be relocated outside of Tract B, then the plat note is not necessary.

Page 41, Proposed Plat Note 16. Staff does not concur. The water main is required.

Tract C – Private Street: **If a water main is installed within Tract C, then a plat note stating: “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.” shall be placed on the plat.**

Request: The Applicant requests the plat note be modified. Should the water mains be relocated outside of Tract C, then the plat note is not necessary.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC



Michael Andreotti, RLA, Land Use Planner
andreottim@aks-eng.com