



STAFF REPORT

Stella Ridge Subdivision

File No. SUB25-1009

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

Report Date: April 22, 2026

TO	Hearings Examiner	HEARING DATE	April 30, 2026
PROPOSAL	To subdivide 24 acres into 158 lots on parcel that contains critical areas.		
LOCATION	The site is located at 4511 NW 18th Ave in the SE 1/4 Section 05, and NE 1/4 Section 08, Township 1 North, Range 3 East, of the Willamette Meridian; and described as tax parcels 125193000, 986055381, and 125185000.		
APPLICANT	AKS Engineering & Forestry, LLC Attn: Michael Andreotti 9600 NE 126th Ave Suite 2520 Vancouver, WA 98682	OWNER	Daley Dennis
APPLICATION SUBMITTED	September 12, 2025	APPLICATION COMPLETE	November 5, 2025
SEPA	The City issued a SEPA Mitigation Determination of Non-Significance (MDNS) on February 19, 2026, with a comment period that ended on March 5, 2026. The SEPA MDNS was mailed to property owners and published in the Post Record on February 19, 2026. Legal publication # 1081010.		
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 March 26, 2026. Legal publication #1088540.		

APPLICABLE LAW: The application was submitted on 9/12/2025, and the applicable codes are those codes that were in effect at the date of the application’s first submittal. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, specifically (but not limited to): Chapter 17.11 Subdivision, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, and Chapter 18.55 Administrative Procedures. [Note: Citations from Camas Municipal Code (CMC) are indicated in *italic* type.]

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SUMMARY

An application has been made to the City of Camas for Preliminary Plat approval to subdivide 24 acres into 158 lots zoned Multi-Family Residential (MF-18). The site is currently vacant and contains critical areas and vegetation. The proposal includes stormwater, private streets, landscaping, and parking tracts.

The subject site is bordered to the north and west by Business Park and Light Industrial/Business Park zones with a manufacturing business. To the east and south is Community Commercial and Single-Family zones that contain developed single-family lots.

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 16.31 Archaeological Preservation

An Archaeological Predetermination Report dated September 11, 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, no further archaeological work is recommended at this time. The report and findings are not subject to the open public records act and as such, the City cannot disclose the results.

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

Chapter 16 SEPA

A SEPA checklist was submitted, and a Mitigation Determination of Non-Significance (MDNS) was issued February 19, 2026, as the proposed development includes more than nine

residential dwelling units and contains critical areas per CMC 16.07.020.A.1. The comment period ended March 5, 2026, and two comments were received. One comment was from the Department of Ecology regarding waste and toxic cleanup. The second comment was from the Cowlitz Indian Tribe regarding an unanticipated discoveries protocol be attached to the permit.

The SEPA checklist mentions that there is soil contamination in the southeast corner of the site. The checklist further states that once the soil gas area is fully delineated and all soil testing is completed; the applicant will work with appropriate jurisdictions to mitigate the soil gas contamination. See page 18 section 7.a.1 and 7.a.2 of the SEPA checklist. Staff recommend a condition of approval to this effect.

FINDING: Staff finds the comments provided by the Department of Ecology should be complied with. Staff also finds a copy of the unanticipated discovery protocol from the Cowlitz Indian Tribe shall be posted on site.

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 May 28, 2025, which identified the site gently slopes downward from west to east. The geotechnical report concludes that the property is geotechnical sound for the project provided the recommendations discussed throughout the report are complied with.

FINDINGS: 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 May 28, 2025.

CMC Chapter 16.53 - Wetlands

[GENERAL]: Clark County GIS mapping identified the subject property with wetlands on site. As such, the applicant submitted a Critical Areas Assessment and Preliminary Mitigation Plan dated August 2025, prepared by AKS Engineering and Forestry, LLC that identified three wetlands on site. The table below summarizes the wetland category, size, and buffer width per CMC 16.53.040.

Table 1: Critical Area Delineated and Required Buffer Widths

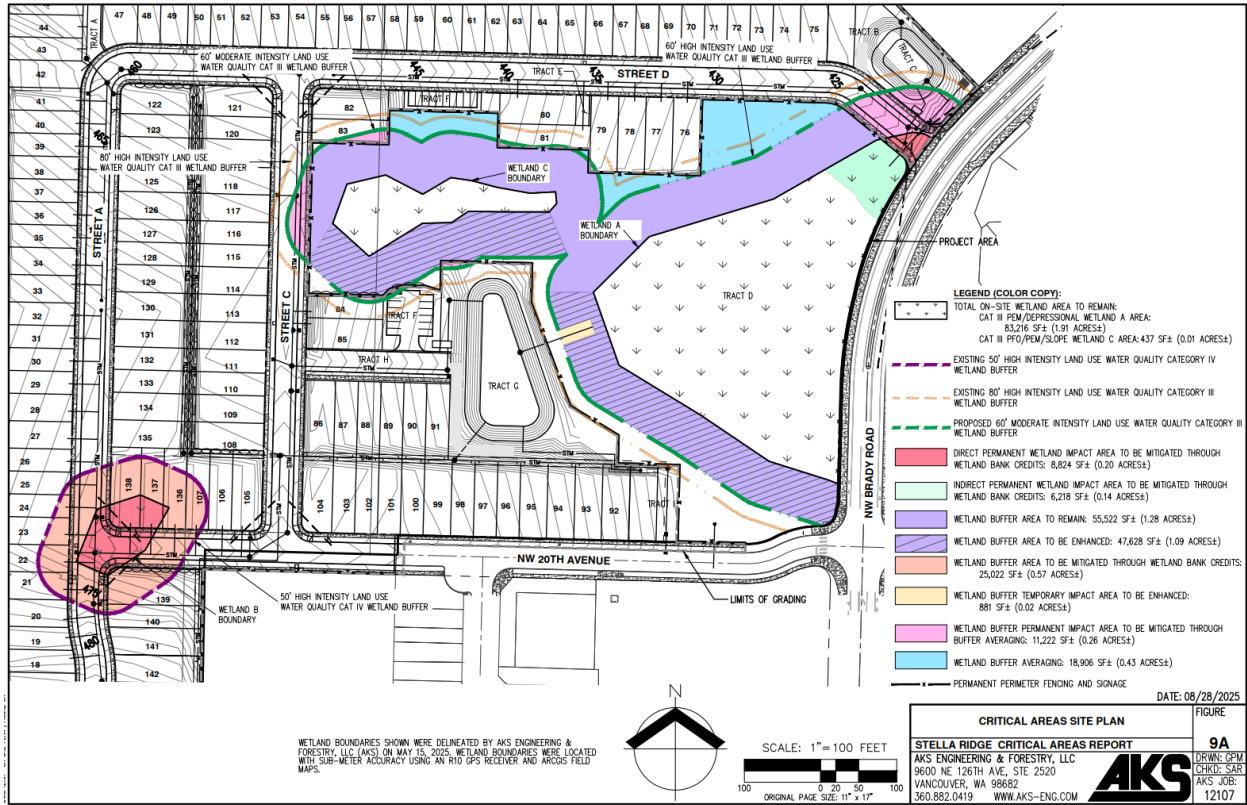
Critical Area	On-site Wetland Area	Wetland Category	Camas Criteria	Standard Buffer Width
Wetland A	2.26 acres	III	Low habitat score, high intensity land use	80 feet
Wetland B	0.19 acres	IV	Low habitat score, high intensity land use	50 feet
Wetland C	0.35 acres	III	Low habitat score, high intensity land use	80 feet
Wetland D (off-site)	0.21 acres	IV	Low habitat score, high intensity land use	50 feet

[BUFFER REDUCTION]: The applicant is proposing a buffer reduction for both Wetland A and C if they can meet the criteria in CMC 16.53.050.C.1.a:

- i. *A relatively undisturbed, vegetated corridor at least one hundred feet wide is protected between the wetland and any other priority habitats that are present as defined by the Washington State Department of Fish and Wildlife [8]; and*
- ii. *Measures to minimize the impacts of the land use adjacent to the wetlands are applied, such as infiltration of stormwater, retention of as much native vegetation and soils as possible, direction of noise and light away from the wetland, and other measures that may be suggested by a qualified wetland professional.*

FINDING: Wetland A and C are both wider than 100 feet and will maintain a corridor over 100 feet wide. Per the report, the reduction will not impact the functions and values of the wetlands. There will be a removal of invasive vegetation, restored native species, and an enhanced buffer with native species. Staff finds this criteria is met.

[IMPACTS]: After the buffer reduction, the applicant is proposing a total of .20 acres of direct permanent impacts (red) to Wetland A and B in the image below. There will be .14 acres of indirect permanent impacts (green) to Wetland A. There will also be .02 acres of temporary impacts (yellow) to Wetland A. There will be no impacts to Wetland D located off-site.



[BUFFER AVERAGING]: Averaging buffers are allowed in conjunction with any of the other provisions for reductions in buffer width (listed in subsection (C)(1) of this section) provided that minimum buffer widths listed in subsection (C)(1)(c) of this section are adhered to. The community development department shall have the authority to average buffer widths on a case-by-case basis, where a qualified wetlands professional demonstrates, as part of a critical area report, that all of the following criteria are met:

- a. *The total area contained in the buffer after averaging is no less than that contained within the buffer prior to averaging;*
- b. *Decreases in width are generally located where wetland functions may be less sensitive to adjacent land uses, and increases are generally located where wetland functions may be more sensitive to adjacent land uses, to achieve no net loss or a net gain in functions;*
- c. *The averaged buffer, at its narrowest point, shall not result in a width less than seventy-five percent of the required width, provided that minimum buffer widths shall never be less than fifty feet for all Category I, Category II, and Category III wetlands, and twenty-five feet for all Category IV wetlands; and*
- d. *Effect of Mitigation. If wetland mitigation occurs such that the rating of the wetland changes, the requirements for the category of the wetland after mitigation shall apply.*

FINDING: The applicant is proposing to buffer decrease by .26 acres (pink) and buffer increase to .43 acres (blue) which results in a larger buffer increase than decrease area. The areas proposed to be decreased provides less ecological function than what exists, therefore there is no net loss. The wetland width will not exceed the 75% reduction

allowed. The onsite mitigation is not anticipated to result in a change to the wetland ratings.

[MITIGATION SEQUENCING]:

Wetland A: There are unavoidable impacts to Wetland A as there will be a required stormwater facility and a new public access road (Street D) impacting the northeastern portion of the wetland. Per CMC 16.53.050.c.4 roads and utilities may cross wetlands if buffer functions are replaced, and impacts are minimized.

Wetland B: The impacts to Wetland B are unavoidable as access is required via 18th Avenue. Due to the narrow-shaped portion of the lot, the street will impact the wetland.

Wetland C: Impacts to wetlands are unavoidable as there are required infrastructure and grading that will impact the wetland buffer.

FINDING: Staff finds the mitigation sequencing requirements for each wetland are met.

[MITIGATION]: In addition to buffer averaging, the applicant is proposing to enhance .02 acres in Wetland A due to temporal loss and purchase credits for the direct and indirect impacts to Wetland A and B. The applicant is also proposing to enhance the buffers of Wetland A and C.

FINDING: Staff recommends a condition of approval that a plan sheet with the mitigation planting table be submitted prior to engineering plan approval.

Staff also recommends a condition of approval that the mitigation credits of .24 be purchased prior to final plat approval.

CMC Chapter 16.51 – General Provisions for Critical Areas

[TEMP/PERM FENCING]: Staff recommends a condition of approval for the installation of temporary construction fencing prior to construction that clearly marks in the field critical area buffers (i.e., wetlands and buffers) and fencing should remain throughout permitted construction activities.

In addition, prior to final acceptance, permanent signs and fencing should be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications should be submitted to the City for review and approval prior to installation.

[CONSERVATION COVENANT]: Prior to final plat, a conservation covenant should be recorded with the County to ensure the long-term preservation of all the critical areas and any associated buffers, including maintenance of any mitigation actions, per CMC 16.51.240 and conditioned as such.

The applicant will be required to post a mitigation bond in an amount deemed acceptable by the city to ensure the wetland mitigation is fully functional per CMC 16.51.250.

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

Chapter 17.11 Subdivisions

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

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

Comprehensive Plan

The subject property is designated as Multi-Family High Residential in the City's Comprehensive Plan, which includes the Multi-Family Residential (MF-18) 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, Recreation and Open Space (PROS) Comprehensive Plan does not identify a required trail or park improvement adjacent to the subject parcel. Therefore, these plans are not applicable to this project.

Neighborhood Traffic Management Plan:

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

The Transportation Impact Study (TIA) prepared by Kittelson & Associates (Exhibit 7, Table 3, page 14), dated September 8, 2025, found the project, which has proposed to develop 158 single-family detached dwelling units, is expected to generate approximately 1,537 new daily trips, Average Daily Trips (ADT) with 113 new AM Peak Hour trips (28 In / 85 Out) and 153 PM Peak Hour trips (96 In / 57 Out). Therefore, the proposed development will be required to install traffic calming features.

Based on the development layout, as shown on the updated Preliminary Plat (Exhibit 23), and on the projected ADTs, the city engineer recommends that the applicant be conditioned to work with engineering staff to determine the final design features for traffic calming devices at the following locations:

- Raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW Umatilla Street at Tract I, Private Parking Area.
- Traffic circle at the intersection of NW Umatilla Street and NW 20th Avenue.
- Raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW Umatilla Street between NW 20th Avenue and NW 22nd Avenue.
- A traffic calming device on NW 20th Avenue between NW Tidland Street and NW Brady Road, e.g., mid-block curb ramps on both sides of NW 20th Avenue and marked crosswalk, raised crosswalk, or other similar device.
- Raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW Tidland Street in the vicinity of Tract G, Private Street.
- Raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW 22nd Avenue at Tract E, Private Parking.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to work with engineering staff to revise the preliminary street plans and preliminary plat to include final design features for traffic calming devices at the following locations:

- Raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW Umatilla Street at Tract I, Private Parking Area.
- Traffic circle at the intersection of NW Umatilla Street and NW 20th Avenue.
- Raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW Umatilla Street between NW 20th Avenue and NW 22nd Avenue.
- A traffic calming device on NW 20th Avenue between NW Tidland Street and NW Brady Road, e.g., mid-block curb ramps on both sides of NW 20th Avenue and marked crosswalk, raised crosswalk, or other similar device.
- Raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW Tidland Street in the vicinity of Tract G, Private Street.
- Raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW 22nd Avenue at Tract E, Private Parking.

FINDING: Staff finds that, as conditioned, this development can or will meet the requirements for traffic calming as noted in the City's NTM plan.

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

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

Water:

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

There is an existing 12-inch ductile iron (DI) water main on the north side of NW 18th Avenue, an existing 8-inch ductile iron water main that dead-ends at the western dead-end of NW 20th Avenue, and an existing 16-inch ductile iron water on the east side of NW Brady Road.

Per CMC 17.19.040.C.4.a A minimum 1-inch water service is to be provided to each dwelling unit of the proposed development.

The preliminary composite utility plans (Exhibit 11, P6.0 & P6.1), dated October 23, 2025, propose to tap off the existing water main in NW 18th Avenue and extend an 8-inch water main from the intersection with proposed NW Umatilla Street north through the site to proposed NW 22nd Avenue with a dead-end blow off at Lot 158. *The proposed dead-end blow off at Lot 158 is not supported by staff.*

Staff recommends a condition of approval that prior to engineering plan approval, the composite utility plans should be revised with the 8-inch water main in proposed NW 22nd Avenue extended east to tie into the existing 16-inch water main in NW Brady Road.

Proposed Tract A (Private Street) shows four (4) 1-inch water services tapped off the 8-inch water main at the intersection of NW Umatilla Street and NW 22nd Avenue with the water meter boxes placed in the planter strips and the individual services to be extended north to serve Lots 90-93 at the time of home build. *This is supported by staff.*

The existing 8-inch water main that dead-ends at the west end of NW 20th Avenue is proposed to be extended to the west to the intersection with NW Umatilla Street and extended north at the intersection with proposed NW Tidland Street to proposed NW 22nd Avenue, with an 8-inch water main extended east from proposed NW Tidland Street at the intersection with proposed Tract G (Private Street) to serve Lots 64-69.

Per the preliminary composite utility plans (Exhibit 11, P6.0 & P6.1), the applicant has proposed 8-inch water mains and services to serve each Lot throughout the proposed development. The proposed 8-inch water mains are shown to be located in the following proposed public roads NW Umatilla Street, NW 20th Avenue, NW Tidland Street, and NW 22nd Avenue; and Tract G, Private Street.

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 over and under the proposed 8-inch water main located in Tract G, Private Street for the purpose of inspection, maintenance and operation of said public water main.

Proposed Plat Note:

Tract G – Private Street: An access and maintenance easement is granted to the City over and under the proposed 8-inch water main located in Tract G, Private Street 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 new fire hydrants on NW Umatilla Street north of NW 20th Avenue; on the western end of NW 20th Avenue; on NW Tidland Street; and NW 22nd Avenue. There is not a new fire hydrant location shown on the southern section of NW Umatilla Street between existing NW 18th Avenue and the intersection of NW 20th Avenue. The nearest existing fire hydrant is on NW 18th Avenue approximately 250-feet east of the intersection with proposed NW Umatilla Street. The location of this existing fire hydrant on NW 18th Avenue it not feasible for serving the southern end of NW Umatilla Street as emergency services would have to block off a Collector to access this hydrant.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised composite utility plans that provide an additional fire hydrant on proposed NW Umatilla Street between proposed NW 20th Avenue and NW 18th Avenue.

Per CMC 17.19.040.C.4.d Landscaping in open space tracts must have a water service for an irrigation 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 tract is responsible for installation of the meter and the water usage. Landscaping water services and meters are to be privately owned and maintained by the Owner and/or Homeowners Association (HOA).

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised water utility plans and landscape plans showing the locations and sizes of all proposed irrigation services and the size of each proposed irrigation meter.

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

Storm Drainage:

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 GIS Property Information and the Preliminary Stormwater Technical Information Report (TIR), the site for the proposed development, which consists of three (3) parcels is approximately 24.41 acres (1,063,299 sf) in size. Per Figure 1-3.1: 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 will apply.

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

A Preliminary Stormwater Technical Information Report (PTIR), dated September 26, 2025 (Exhibit 9), was prepared by AKS Engineering & Forestry. Per the PTIR, stormwater runoff from the proposed development will be treated with StormFilter water quality vaults in Tract B and Tract F; and detained in the overground stormwater facilities in Tract B and Tract F.

- Stormwater from Tract F will be discharged to the wetland buffer around Wetland A and Wetland C in the Tract C Open Space on the west side of NW Brady Road.
- Stormwater from Tract B will be discharged from the northeast corner of the tract via a stormwater outfall and flow in a northeasterly direction at the back of sidewalk on NW Brady Road.
- Additionally, there are a series of private storm lines and private storm easements at the rear of Lots 35-50 (Sheet P.7.1); Lots 33-34; Lots 51-61; Lots 64-90; Lots 104-120; and Lots 129-158 (Sheet P7.0) with laterals to each lot for downspout connections and to collect rear yard runoff. The private storm lines are shown to drain to manholes and the overall storm conveyance mains located in the public roads.
- Those Lots without a rear yard private storm main are shown to have storm laterals stubbed from the public storm conveyance system to a cleanout located at the right-of-way for each of these lots.
- The rear yard private storm mains are to be owned and maintained by the homeowners that abut the private storm easements. A clear delineation between the private and public storm systems.

MR #1 – Preparation of Stormwater Site Plans: The preliminary stormwater plans (Exhibit 11, P7.0 & P7.1) were incomplete, as the plans did 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, and the stormwater facilities in Tracts A and F for review and approval, per MR #1 of the Preliminary TIR.

Staff recommends a condition of approval that prior to engineering plan approval, a note should be added to the stormwater plans stating that the stormwater facilities, including the StormFilter vaults, in Tract B and Tract F are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA), with right-of-entry granted to the city for inspection purposes.

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, including the StormFilter vaults, in Tract B and Tract F are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA), 2-years after final acceptance is issued. Right-of-entry shall be granted to the City for inspection purposes.

Proposed Plat Note:

The stormwater facilities, including the StormFilter vaults, in Tract B and Tract F are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA), 2-years

after final acceptance is issued. Right-of-entry shall be granted to the City for inspection purposes.

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 Homeowners Association (HOA), therefore a manhole is to be installed at the right-of-way where the stormwater mains transition from private to public.

Staff recommends a condition of approval that prior to engineering plan approval, the stormwater plans should be revised to include a stormwater manhole at the right-of-way between public and private roads and private storm easements, as the stormwater systems located in private roads and private storm easements are to be owned and maintained by the Homeowners Association (HOA).

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 systems, located in a private storm easements, are to be owned and maintained by the homeowners and/or the Homeowners Association (HOA).

Proposed Plat Notes:

- Ownership and maintenance of the stormwater facilities, including the StormFilter vaults, located in Tract B and Tract F are the responsibility of the Homeowners and/Homeowners Association (HOA), 2-years after the issuance of Final Acceptance, with right-of-entry granted to the city for inspection purposes.
- Ownership and maintenance of the storm systems located within a private storm easement, are the responsibility of the Homeowners and/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 contactor information; and the name of the Project CESCL and CESCL certification number and expiration date. (CESCL = Certified Erosion 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”. However, source control BMPs are not typically included in site improvement plans or the SWPPP as these BMPs apply to source control practices such as material storage areas, equipment wash down areas, on-site spill prevention kits, employee training, etc.

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

MR #4 – Preservation of Natural Drainage Systems and Outfalls: 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 G Preliminary TIR.

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

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

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

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

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. The 2-year maintenance period shall run concurrently with the city's required two-year warranty period that begins at 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/homeowners).

FINDINGS: Staff finds that, as conditioned, the applicant can and will make adequate provisions for stormwater control, 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 and the Preliminary Stormwater Technical Information Report (TIR) (Exhibit 9), the site for the proposed development, which consists of three (3) parcels is approximately 24.41 acres (1,063,299 sf) 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 Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.

Per CMC 14.06.200 and CMC 17.21.030.B financial security for erosion control, in the amount of 200% of the estimated erosion control items is required prior to land-disturbing activities of one acre or more. 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, a copy of Ecology's NPDES GCSWP permit, the SWPPP with contractor information, and the financial security for erosion and sediment control are to be submitted to the city.

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

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.

FINDINGS: 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 STEF main that ends at easts of NW Sage Street, private road to the Parker Village subdivision. There is an existing 10-inch STEF main located on the west side of NW Brady Road.

The preliminary composite utility plans (Exhibit 11, P6.0 & P6.1), dated October 23, 2025, propose to extend an 8-inch PVC sanitary sewer STEF main from the end of the existing sanitary sewer main in NW 20th Avenue, throughout the proposed development, including from the southern end of NW Umatilla Street, north to NW 22nd Avenue, north in NW Tidland Street, and east via NW 22nd Avenue to tie into NW Brady Road.

Per the Pre-application Notes (Exhibit 2), the applicant is required to analyze the existing 10-inch STEF main in NW Brady Road and the existing 8-inch STEF main in NW 20th Avenue to verify that both lines can handle the additional inflow from the proposed development.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit documentation verifying that the existing 8-inch and 10-inch STEF mains can handle the additional inflow from the proposed development.

The preliminary composite utility plans also propose 4-inch sanitary sewer laterals to each dwelling unit in the proposed development, with 1,500-gallon STEF tanks to be installed on each lot with home construction. Per the Camas Design Standards Manual (CDSM), all sanitary sewer laterals are to be perpendicular to the sanitary sewer main.

Staff recommends a condition of approval that prior to engineering plan approval, that the composite utility plans should be revised showing all sanitary sewer laterals perpendicular to the sanitary sewer mains.

The lot dimensions for the proposed development range in lot width from 24-feet-wide to 36-feet-wide. The dimensions of a 1,500-gal STEF tank is 177-inches in length (14.75-feet) and 62-inches wide (5.17-feet). Additionally, the STEF tanks require a minimum 5-feet of clearance from the property line and a minimum 5-feet of clearance from the foundation for a single-family residence; and the tanks are required to be installed in the front yards for access and maintenance.

Based on this information and the number of single-family lots (158), the applicant was informed that the lots were too narrow for 1,500-gallon STEF tanks and that one or more community STEF tanks were required to serve the proposed development. The community STEF tanks are to be sized by the applicant's consultant and are to be based on the number of dwelling units to be served by each community STEF tank. Community STEF tanks are to be

owned and maintained by the Homeowners Association (HOA), with right-of-entry to the City for inspection purposes.

Per the updated preliminary plat (Exhibit 23), dated February 18, 2026, the applicant has added four sanitary facilities shown to be on Tract J, Tract K, Tract L, and Tract M. These Tracts are shown to vary in size from 24-feet-deep by 100-feet-long (Tract J); 24-feet-deep by 112-feet-long (Tract K); 24-feet-wide by 100-feet-long (Tract L); and 24-feet-wide by 70-feet-long (Tract M).

Depending on the design size of the community STEF tanks, and the required offsets of a minimum of 5-feet from property lines and from the 6-foot Public Utility Easement, the sanitary facility Tract dimensions may have to be revised.

Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit the design and specifications for each of the STEF tanks proposed for Tracts J, K, L, and M, with verification that the tank sizes will meet the setback constraints on each of the Sanitary Facility Tracts.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat stating that the sanitary facilities, STEF tanks, on Tracts J, K, L, and M are to be owned and maintained by the Homeowners Association (HOA), with right-of-entry granted to the city for inspection purposes.

Proposed Plat Note:

Tract J, Tract K, Tract L, and Tract M: These tracts are the locations of the community STEF tanks that serve the development. Ownership and maintenance of the Tracts and the community STEF tanks are the responsibility of the Homeowners Association (HOA). Right-of-entry is to be granted to the city for inspection purposes.

FINDING: Staff finds that, as conditioned, adequate provisions for sanitary sewer 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. If applicable, any water rights associated with the decommissioned well(s) shall be transferred to the City.

FINDINGS: Staff finds that adequate provisions for decommissioning of existing wells and septic systems can or will be made.

FINDING: Staff finds that, as conditioned, adequate provisions can or will be made for water, storm drainage, erosion control, and sanitary sewage disposal that are consistent with the Camas Municipal Code and the Camas Design Standard Manual.

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 CNC 12.24. Street naming is the responsibility of the Building Official. The street names and numbers, as shown on the preliminary plat (Exhibit 13) will be revised per the Building Official. These names are subject to change during the engineering plan review process.

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

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

[Existing Public Roads]:

The proposed development is located on the north side of NW 18th Avenue, west of NW Tidland Street; and on the west side of NW Brady Road, south of NW 16th Avenue.

NW 18th Avenue is classified as an existing unimproved 2 or 3-lane Collector, NW Brady Road is classified as a fully improved 3-lane Arterial, and the existing east portion of NW 20th Avenue is classified as a local roadway. NW Brady Road is fully improved with curb, sidewalk, and planter strips on both sides of the road and a center two-way turn lane (TWTL).

Per 17.19.040.B.1 half-width street improvements along an existing roadway is required when it is determined to be appropriate by the city engineer.

Per 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.

NW 18th Avenue

NW 18th Avenue, along the frontage of the proposed development, consists of an existing 50-foot right-of-way width, 24-feet of paved surface, and no curb, gutter, or sidewalk along the proposed frontage.

Per the Pre-Application Notes (Exhibit 2), the applicant is required to construct full-depth half-width street improvements from the existing centerline and dedicated sufficient right-of-way along the frontage of the proposed development to align with the frontage improvements to the east along the frontage of Parcel No. 986055382.

The preliminary street plans dated October 23, 2025 (Exhibit 11, P8.0 & P8.1), reference the frontage improvements along NW 18th Avenue and include sidewalk, planter strip, and 35-foot curb radii on both sides of the intersection of NW 18th Avenue and proposed NW Umatilla Street. The improvements do not reference the requirement for construction of the full-depth half-

width street improvements from the centerline of the existing road to the frontage of the proposed development.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans should be revised to include construction of the full depth half-width street improvements from the centerline of the existing road to the frontage of the proposed development.

NW Brady Road

NW Brady Road, along the eastern frontage of the proposed development, is a fully improved roadway. The applicant will not be required to dedicate any additional right-of-way but will be required to construct the intersection improvements for proposed NW 22nd Avenue at NW Brady Road, including the minimum 35-foot curb radii, sidewalks, and curb ramps on both sides of the intersection. These improvements are shown on the preliminary street plans (Exhibit 11, P8.0 & P8.1).

NW 20th Avenue

The existing roadway was fully improved with curb and gutter on both sides to the west; sidewalk and planter strip on the south side only, and the 52-foot right-of-way width dedication with the Parker Village subdivision. The proposed improvements include the extension of NW 20th Avenue to the west, and constructing the full width, full depth local road, as well as to construct the remaining frontage improvements along the north side of the existing eastern portion of NW 20th Avenue. These improvements are shown on the preliminary street plans (Exhibit 11, P8.0 & P8.1).

[Interior Public Roads]:

Per CDSM Table 2 – General Guidelines for Geometry of a Roadway, a 2-lane local neighborhood road with a 52-foot-wide right-of-way width, a 28-foot paved surface, 5-foot-wide detached sidewalks and 5 to 7-foot planter strips on both sides, and parking permitted on one side only, requires approval from the city engineer. ***The city engineer supports the proposed 52-foot-wide interior public roads.***

Per CMC 17.19.040.B.12.c Centerline radii of curves shall be not 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 23, P3.0), dated February 18, 2026, the Centerline Curve Table, Curve #C2 is shown to have a centerline radius of 39-feet at the corner of NW Umatilla Street and NW 22nd Avenue. This does not meet the minimum centerline radii of 70-feet for a local roadway.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary plat and subsequently the preliminary street plans should be revised with the minimum centerline radius of seventy-feet (70-feet) for Curve #2, which is at the corner of NW Umatilla Street and NW 22nd Avenue.

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

Per the preliminary plat (Exhibit 23) dated February 18, 2026, all curb radii as shown at the intersections of proposed and existing roads meet the minimum curb radii.

Per the preliminary street plans (Exhibit 11, P8.0 & P8.1) the majority of the curb ramps are shown to be per CDSM, Street Detail ST20 – 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 Ramp, 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.i Block lengths shall not exceed the maximum access spacing for the roadway class per the city’s Design Standards Manual. The maximum block length for a local roadway classification is 600-feet.

Per the preliminary Street Plans (Exhibit 11, P8.0 & P8.1), dated October 23, 2025; and the updated preliminary Plat (Exhibit 23), dated February 18, 2026; the block lengths as shown throughout the proposed development exceed the maximum block length of 600-feet, with the exception of the 250-foot block length between NW Umatilla Street and NW Tidland Street.

The remaining block lengths are as follows:

NW Umatilla Street, from NW 18th Avenue to NW 20th Avenue, is approximately 740-feet in length.

- This section is bordered on the west side by a fully improved commercial development, and on the east side by Parcel No. 98605538, which is owned by the city.
- There is a 24-foot-wide access and public utility easement on the east side for public access to the 10 off-street parking stalls on Tract I, Private Parking area; and for city access to the City’s Parcel No. 98605538.
- This block length does not meet the maximum block length standard of 600-feet.

Access from the proposed subdivision to the commercial development to the west and the city parcel to the east is not required nor permitted. ***The city engineer is in support a deviation from the standard of a maximum block length of 600-feet with the following condition:***

- Construction of a raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW Umatilla Street at Tract I, Private Parking area.

NW Umatilla Street, between NW 20th Avenue and NW 22nd Avenue, is approximately 640-feet in length.

- This section is bordered on the west side by a fully improved commercial development and property owned by the Camas School District.
- This block length does not meet the maximum block length standard of 600-feet.

Access from the proposed development to the commercial development and the Camas School District property to the west is not required nor permitted. ***The city engineer is in***

support a deviation from the standard of a maximum block length of 600-feet as the block length of 640-feet is acceptable with the following conditions:

- Construction of a traffic circle at the intersection of NW Umatilla Street and NW 20th Avenue.
- Construction of a raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW Umatilla Street between NW 20th Avenue and NW 22nd Avenue.

NW 20th Avenue from NW Tidland Street to NW Brady Road is approximately 636-feet in length.

- This section is bordered on the north side by Lots 70-89 of the proposed development, with the extension to the west of NW 20th Avenue. The south side of NW 20th Avenue abuts the Parker Village Subdivision. The proposed development will not have road access to the Parker Village subdivision as NW Sage Street is a gated private road, however, NW 20th Avenue will provide direct access east to NW Brady Road.
- This block length does not meet the maximum block length standard of 600-feet.

Access from the proposed development to the north or south are due to the Parker Village subdivision improvements to the south and the existing wetlands to the north. ***The city engineer is in support of a deviation from the standard of a maximum block length of 600-feet as the block length of 636-feet is acceptable with the following condition:***

- Construction of a traffic calming device on NW 20th Avenue between NW Tidland Street and NW Brady road, e.g.; mid-block curb ramps on both sides of NW 20th Avenue and a marked crosswalk, a raised crosswalk, or other similar device.

NW Tidland Street from NW 20th Avenue to NW 22nd Avenue is approximately 640-feet in length with access Tract G, Private Street and Tract H, Private Parking area.

- This block length does not meet the maximum block length standard of 600-feet.

The city engineer is in support of a deviation from the block length standard of a maximum of 600-feet as the block length of 640-feet is acceptable with the following condition:

- Construction of a raised crosswalk or other similar device at or near Tract G for access to Tract H, Private Parking area.

NW 22nd Avenue from NW Tidland Street to NW Brady Road is approximately 880-feet in length with access to Tract E, Private Parking area, are located on the south side of the road, as is Tract C – Wetland and Open Space.

- This block left does not meet the maximum block length standard of 600-feet.
- Tract C – A Wetland and Open Space is on the south side of NW 22nd Avenue.
- The proposed development is bordered on the north side by Parcel No. 125208000, Analog Devices, Inc. (ADI) which takes access from NW Pacific Rim Blvd; and
- Parcels No. 185627000 and 125207000, JR Merit Enterprises; which has a 40-foot-wide access and utility easement from NW Pacific Rim Blvd. across Parcel No.125198000, NRP, LLC that was recorded in 2016 (AF 5314636).

The city engineer is in support of a deviation from the block length standard of a maximum of 600-feet with the following conditions:

- Construction of a raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW 22nd Avenue at Tract E, Private Parking area.

[Private Roads]:

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 CDSM Table 1 – Guidelines for Geometry of Private Roadway A, access to four dwelling units or less requires a minimum tract width of 20-feet, a minimum 12-foot-wide paved surface, and no parking on either side. Additionally, per Note 3, dead-end roads in excess of 150-feet, as measured from the centerline of the adjacent road, require a dead-end turnaround.

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

[Tract A – Private Street]

Per the preliminary plat (Exhibit 23), dated February 18, 2026, Tract A is shown to be 26-feet-wide, provides access to four dwelling units (Lots 90-93), and is approximately 110-feet in length as measured from the centerline of NW Umatilla Street/NW 22nd Avenue. A dead-end turnaround is not required, however, a 25-foot curb radii is required on both sides of Tract A. Additionally, Tract A is to be owned and maintained by Lots 90-93.

Parcels No. 125627000 and 125207000 are currently unimproved and zoned Business Park (BP). Under the BP zone, vehicular access from the proposed subdivision improvements is not required as there is a recorded access and utility easement over Parcel No. 125198000 for the benefit of Parcels No. 125627000 and 125207000. However, Tract A is to be extended to the northern property line of the proposed development, and a minimum 5-foot-wide sidewalk is to be constructed on the east side of Tract A with a public pedestrian access easement recorded over the 5-foot-wide sidewalk.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans should be revised to include a 25-foot curb radii on both sides of Tract A (Private Road), Tract A extended to the northernmost property line of the proposed development, and a minimum 5-foot-wide public access sidewalk is to be constructed on the east side of the Tract.

Staff recommends a condition of approval that prior to final plat approval, the final plat should be revised to include a 25-foot curb radii on both sides of Tract A (Private Street), Tract A extended to the northernmost property line of the proposed development, and a minimum 5-foot-wide public access easement recorded over the sidewalk shown on the east side of Tract A. A note should be added to the final plat stating that the owners of Lots 90-93 are responsible for ownership and maintenance of the road in Tract A. The Homeowners Association (HOA) is responsible for ownership and maintenance of the 5-foot-wide public access sidewalk.

Proposed Plat Note:

Tract A, Private Street, is to be owned and maintained by the owners of Lots 90-93. The Homeowners Association (HOA) is responsible for ownership and maintenance of the 5-foot-wide public access sidewalk.

[Tract D – Private Street]

Per the preliminary plat (Exhibit 23), dated February 18, 2026, Tract D is shown to provide access to one dwelling unit, Lot 124, and is approximately 62-feet in length as measured from the centerline of NW 22nd Avenue. A dead-end turnaround is not required nor are 25-foot curb radii required on each side of the driveway access for this location. However, Tract D is to be owned and maintained by the owner of Lot 124.

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that the owner of Lot 124 is responsible for ownership and maintenance of Tract D.

Proposed Plat Note:

Tract D, Private Street, is to be owned and maintained by the owner of Lot 124.

[Tract E – Private Parking]

Per the preliminary plat (Exhibit 23), dated February 18, 2026, Tract E is shown to provide ten (10) off-street parking stalls on the south side of NW 22nd Avenue between Lot 121 and Lot 123. The depth of the parking stalls are to be located on the south side of the right-of-way and the sidewalk along the front of the parking stalls is to be ADA accessible. Tract E is to be owned and maintained by the Homeowners and/Homeowners Association (HOA).

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that Tract E, Private Parking is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).

Proposed Plat Note:

Tract E, Private Parking, is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).

Per CDSM Table 1 – Guidelines for Geometry of Private Roadway C, access to five or more dwelling units greater than 100-feet and not over 300-feet in length, requires a minimum tract width of 42-feet, a minimum 28-foot-wide paved surface, a 5-foot sidewalk and a 4.5-foot planter strip on one side, with on-street parking on one side only.

[Tract G – Private Street & Tract H – Private Parking]

Per the preliminary plat (Exhibit 23), dated February 18, 2026, Tract G is shown to provide access to six dwelling units, Lots 64-69, and is approximately 216-feet in length as measured from the centerline of NW Tidland Street. A dead-end turnaround is required. Tract H, a private off-street parking area, is shown to double as the dead-end turnaround for Tract G. As such, a 25-foot curb radii is required on both sides of Tract H.

The updated preliminary plat for Tract G shows the sidewalk and planter strip on the south side of the road. As the south side require driveways to Lots 64-69, the sidewalk and planter strip are to be located on the north side of Tract G.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans and the preliminary plat should be revised to with the sidewalk and planter strip located on the north side of Tract G.

Tract G and Tract H are to be owned and maintained by Lots 64-69 and/or the Homeowners Association (HOA) as Tract G also provides access to the stormwater facility on Tract F for maintenance activities and inspection purposes.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans should be revised to include a 25-foot curb radii on both sides of Tract G (Private Street).

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans and the preliminary plat should be revised with the sidewalk and planter strip located on the north side of Tract G.

Staff recommends a condition of approval that prior to final plat approval, the final plat should be revised to include a 25-foot curb radii on both sides of Tract G (Private Street) and on both sides of Tract H (Private Parking). Notes should be added to the final plat stating the Lots 64-69 and/or the Homeowners Association (HOA) are responsible for ownership and maintenance of Tract G and Tract H, as Tract G provides access to the stormwater facility on Tract F for maintenance activities and inspection purposes.

Proposed Plat Notes:

Tract G, Private Street, is to be owned and maintained by the owners of Lots 64-69 and/or the Homeowners Association (HOA) as Tract G provides access to the stormwater facility on Tract F for maintenance activities and inspection purposes.

Tract H, Private Parking, is to be owned and maintained by the owners of Lots 64-69.

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 plat stating that all private streets located in Tract A, Tract D, and Tract G; private off-street parking spaces on Tract E, Tract H, and Tract I; stormwater facilities on Tract B and Tract F; open space Tract C; and sanitary facilities on Tract J, Tract K, Tract L, and Tract M are to be owned and maintained by the Homeowners Association (HOA).

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

Staff 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 or off-street parking areas, nor does the city enforce no parking on private roads or private parking areas.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat stating that 'on-street parking is prohibited on both sides of Tract A, Tract D, and Tract G.

Proposed Plat Note:

Tract A, Tract D, and Tract G: On-street parking is prohibited on both sides of the street.

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 the private roads and alleys.

FINDING: Staff finds that, as conditioned, adequate provisions for public and private roads can or will be made.

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, and other utilities. Per CDSM, private streets in excess of 100-feet in length and serving more than five dwelling units are required to have streetlights. Any streetlights proposed for private streets are required to be metered separately and are to be owned and maintained by the HOA.

Per the preliminary plat (Exhibit 23), dated February 28, 2026, Tract G Private Street is in excess of 100-feet in length and is serving six (6) dwelling units and a private parking area with ten (10) parking stalls (Tract H).

Staff recommends a condition of approval that prior to engineering plan approval, a streetlight is to be added to the plans for Tract G, the private street that serves Lots 64-69, and the private parking area on Tract H. A note is to be added to the applicable plans that the streetlights on Tract G and/or H is to be metered separately and are to be owned and maintained by Lots 64-69 and/or the Homeowners 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.

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

Staff recommends a condition of approval that prior to final plat approval a note is to be added to the plat stating that the streetlight that serves Tract G and H is to be metered separately and is to be owned and maintained by Lots 64-69 and/or the Homeowners Association (HOA).

Proposed Plat Note:

The streetlight that serves Tract G and H is to be metered separately and is to be owned and maintained by Lots 64-69 and/or the Homeowners 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.

The narrowest lot width (Lots 23 & 50) is 23.25-feet wide from the end of curb return to the north property line; therefore, the maximum driveway throat width is not to exceed 10-feet in width and is to be moved as far north as possible from the intersection with NW 18th Avenue. This maximum driveway throat width also applies to Lot 33.

The majority of the lots vary in width from 27-feet-wide to 30-feet-wide; therefore, the maximum driveway throat width is not to exceed 11-feet to 12-feet in width.

Interspersed throughout the proposed development are lots whose lot widths are 36-feet-wide; therefore, the maximum driveway throat width is not to exceed 14-feet in width.

Staff recommends a conditional of approval that prior to engineering plan approval, as the driveway widths would vary from 10-feet-wide to 14-feet-wide depending on the lot width, where feasible, shared driveways should be provided between lots smaller than 25-feet in width, as the driveway throat 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 street trees, however, there is not one street tree per lot due to driveways and utilities. Staff finds, the proposal shall have one street tree per lot in the planter strip or in the front yard of each lot, where feasible. Staff recommends a condition of approval to this effect.

Staff recommends a condition of approval that the prior to engineering plan approval, the street improvement plans and the landscape plans should include the site distance triangles at the intersections of all the proposed on-site roads; at the intersection of NW Umatilla Street at NW 18th Avenue; and at the intersection of NW 22nd Avenue at NW Brady Road.

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

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

The applicant will be required to dedicate all public right-of-way at completion of the project and with final plat approval; this includes the frontage on NW 18th Avenue, full road widths for NW Umatilla Street, NW Tidland Street, NW 20th Avenue, NW 22nd Avenue, and at the intersection with NW Brady Road.

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

The stormwater treatment and detention facilities have been placed in separate tracts, Tract B and Tract F, 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 B shall be owned and maintained by the Homeowners and/or Homeowners Association (HOA), with right-of-entry granted to the City for inspection purposes.
- Tract F shall be owned and maintained by the Homeowners and/or Homeowners Association (HOA), with right-of-entry granted to the City for inspection purposes.
- The open space, Tract C; parking areas, Tracts E, H, and I; and the public access trail in Tract A are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA). A public access easement is to be recorded over the public access trail in Tract A.

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 storm drainage system in Tract D, Tract G, Tract H, and Tract I; stormwater treatment & detention facilities in Tract B and Tract F; any fencing; the public trail in Tract A; landscaping, irrigation throughout the development and in the private roads in Tract A and Tract G; the private parking area in Tract H and Tract I; the private storm easements throughout the development; the open space in Tract C; and the private sanitary facilities in Tract J, Tract K, Tract L, and Tract M .
- 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 adequate provisions for dedications, easements and reservations as conditioned can or will be made by the applicant at the time of final platting.

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

Dimensional Standards

The parcel is zoned Multi-Family Residential MF-18 and must follow the dimensional standards per CMC 18.09.050 Table 1.

The minimum lot size required is MF-18 is 2,100 square feet with a minimum width of 26 ft and depth of 60 ft. The minimum setbacks are as follows: Front: 10 ft and 20 ft for garage, Side: 3 ft, Street Side: 15 ft, and Rear: 10 ft. Each lot is more than 2,100 square feet and the setbacks are shown on the plat and exceeds the minimum lot width and depth.

Staff finds a setback table shall be shown on the final plat in addition to the setbacks dashed line shown on each lot.

The maximum building height for the MF-18 zoning is 50 ft with a 65% building lot coverage. Staff finds future single-family buildings shall meet these requirements and the lot coverage shall be a plat note on the recorded plat.

The MF-18 zone allows 111 units to 332 units on the 18.44 acres. The proposal includes 158 units; therefore, staff finds the density is met.

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 site is bordered by Business Park, Light Industrial/Business Park, Community Commercial, and Single-Family Residential R-7.5. However, the R-7.5 zoning is across NW 18th Avenue which does not requiring beveling. Staff finds that beveling is not required.

FINDING: Staff finds the proposed lot sizes can conform to the requirements of the MF-18 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, therefore landscape buffering is not required.

[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 6.08 acres. Per CMC 18.03.040 *“developed/net acreage means the total acreage of a land use development exclusive of open space and critical areas.”* The open space and critical area tracts account for approximately 5.97 acres; therefore, the net developable acreage is 18.44 acres, requiring 369 TUs. The tree plan indicates that 193 tree units will remain and 176 tree units will be planted to total 369. The trees proposed for removal are affected by health decline and grading impacts, as outlined in the arborist’s report dated September 2025.

FINDING: Staff recommends a condition of approval that the arborist report is followed.

A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City’s Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and

landscaping should be installed or bonded prior to final acceptance per CMC 17.19.030.F.3. Street trees adjacent to lots should be installed prior to final occupancy or bonded for per CMC 17.19.030.F.4.

[Stormwater Facility Landscaping]: There is a stormwater facility proposed in Tract B and F. Staff finds per CMC 17.19.030.F.6., that these facilities shall be required to include a ten foot (10-foot) L2 landscaped buffering in accordance with criteria in the Camas Design Standards Manual if within thirty feet of any street or accessory structure.

Parking

Per CMC 18.11.130, two parking spaces per single family dwelling is required. The proposal for 158 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 158 lots, and the average lot size is less than 7,400 square feet, therefore 32 spaces are required. Staff finds the applicant has proposed 32 spaces and meets the requirements.

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 all 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.
- Pour 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).

The Transportation Impact Study (TIA) prepared by Kittelson & Associates (Exhibit 7, Table 3, page 14), dated September 8, 2025, found the project, which has proposed to develop 158 single-family detached dwelling units, is expected to generate approximately 1,537 new daily trips, Average Daily Trips (ADT) with 113 new AM Peak Hour trips (28 In / 85 Out) and 153 PM Peak Hour trips (96 In / 57 Out).

The proposed development will provide vehicular access at three intersections: the new intersection of proposed NW Umatilla Street at NW 18th Avenue; the western extension of NW 20th Avenue from the intersection with NW Brady Road; and the new intersection of proposed NW 22nd Avenue at NW Brady Road. The new intersection of proposed NW 22nd Avenue at NW Brady Road is not included in the TIA, as this intersection was not proposed at the time the TIA was prepared.

Staff recommends a condition of approval that the prior to engineering plan approval, a Supplemental Memo to the TIA is to be submitted with sight-distance and capacity addressed at the proposed intersection of NW 22nd Avenue at NW Brady Road.

Left-Turn Pocket Analysis

Per the pre-app notes (PA25-1049), the applicant was to address the potential for a left-turn pocket at the intersection of NW 18th Avenue and the proposed accessed road (NW Umatilla Street). The TIA does not address a left-turn pocket as requested. Additionally, at the time of the pre-application meeting, the applicant was not proposing the road connection at proposed NW 22nd Avenue at NW Brady Road.

Staff recommends a condition of approval that the prior to engineering plan approval, a Supplemental Memo to the TIA is to be submitted with the analysis of a left-turn pocket on NW 18th Avenue and proposed NW Umatilla Street; and on NW Brady Road and proposed NW 22nd Avenue

Traffic Control Considerations

The TIA recommends the proposed development be required to install a 'stop sign' at the intersection of proposed NW Umatilla Street and NW 18th Avenue with other on-site traffic control devices installed with the proposed improvements per the Camas Design Standards Manual (CDSM) and the Manual on Uniform Traffic Control Devices (MUTCD). **Staff concurs.**

Staff recommends a condition of approval that the prior to engineering plan approval, the signing and striping plans are to include a 'Stop' sign at the intersections of proposed NW Umatilla Street and NW 18th Avenue; and at the intersection of proposed

NW 22nd Avenue and NW Brady Road; and other on-site traffic control devices as required per the CDSM and the MUTCD.

City of Vancouver Proportional Share Intersections

The City of Vancouver (COV) collects a proportionate share fee contribution for 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 6 – City of Vancouver Proportionate Share Fee Summary (Exhibit 7, Page 21) as follows:

Intersection	Mitigation Hour/Trip	Peak Added	Estimated Cost
137th Ave: 49th St to Fourth Plain Blvd		0	\$0
Fourth Plain Blvd & 152 nd Ave Signal	\$333/PM	0	\$0
Lieser/St. Helens/MacArthur		0	\$0
176th Ave & SE 20th St	\$400/PM	15	\$6,000
192 nd Avenue & NE 13th Street	\$400/PM	6	\$2,400
192 nd Ave & SE 34th St	\$150/PM	6	\$900
192 nd Ave & SR-14 ramps		59	\$118,00
MacArthur & Andresen Roundabout		0	\$0
MacArthur & Devine Roundabout		0	\$0
Grove St/Columbia House Blvd/SR-14 WB Ramp		0	\$0
NE 172 nd Avenue & NE 18th Street	\$300/PM	3	\$900
NE 179th Place & NE 18th Street	\$900/PM	4	\$3,600
NE 187th Avenue & NE 18th Street		5	\$6,000
NE 162 nd Avenue & NE 9th Street		0	\$0
NE 172 nd Avenue & NE 9th Street		0	\$0
NE 192 nd Avenue & NE 9th Street		0	\$0
NE 187th Avenue & SE 1st Street		0	\$0
Total Proportional			\$137,80

Staff recommends a condition of approval that the prior to final acceptance of the first phase that is constructed, regardless of the Phase referenced on the Preliminary Plat, the applicant is to provide proof of payment to the City of Vancouver of the Proportionate Share Fees in the amount of \$137,800.00.

Findings and Recommendations (Exhibit 7, Page 22)

[Findings]:

- All study intersections experience performance levels that satisfy the applicable operating parameters today and in 2027 assuming full occupancy of the homes.
- 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:
 - SE 176th Avenue/SE 20th Street: 15 trips
 - NE 192nd Avenue/NE 13th Street: 6 trips
 - SE 192nd Avenue/SE 34th Street: 6 trips
 - SE 192nd Avenue/SR-14 Ramps: 59 trips
 - NE 172nd Avenue/NE 18th Street: 3 trips
 - NE 179th Place/NE 18th Street: 4 trips
 - NE 187th Avenue/NE 18th Street: 5 trips

[Recommendations]:

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

- Post a STOP (R1-1) sign on the Street A southbound approach to NW 18th Avenue in accordance with applicable City of Camas standards and the *Manual on Uniform Traffic Control Devices* (MUTCD). Other on-site stop signs may be installed as appropriate, per the City of Camas direction.

Staff concurs and a condition is warranted for an additional STOP (R1-1) sign at the intersection of proposed NW 23rd Avenue and NW Brady Road.

- 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 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:

- \$6,000 towards SE 176th Avenue/SE 20th Street mitigation
- \$2,400 towards NE 192nd Avenue/NE 13th Street mitigation
- \$900 towards SE 192nd Avenue/SE 34th Street mitigation
- \$118,000 towards SE 192nd Avenue/SR-14 ramps mitigation
- \$900 towards NE 172nd Avenue/NE 18th Street mitigation
- \$3,600 towards NE 179th Place/NE 18th Street mitigation
- \$6,000 towards NE 187th Avenue/NE 18th Street mitigation

Staff concurs and a condition is warranted for proof of payment to the City of Vancouver.

FINDING: Staff finds that, as conditioned, 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 concurrently with the city's required two-year warranty period that begins at final acceptance.

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

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

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

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

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 #24) and the Cowlitz Indian Tribe (Exhibit #25). These comments are addressed throughout the staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that Stella Ridge Subdivision (SUB25-1009) 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 Stella Ridge Subdivision (SUB25-1009) subject to the following conditions of approval:

CONDITIONS OF APPROVAL

Standard Conditions:

1. Engineering site improvement plans shall be prepared in accordance with the City of Camas Design Standards Manual (CDSM) and CMC 17.19.040.
2. The engineering site improvement plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Community Development Engineering Department for review and approval.
3. Per CMC 17.19.040.C.1 and 1.a: All utilities designed to serve the development shall be placed underground. Those utilities to be located beneath paved surfaces, including all service connections, shall be installed prior to application of any surface materials.
4. The installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
5. After the land-use decision is issued, the applicant is to submit the Civil construction plans via the online portal at [www.cityofcamas.us/Permits/Civil Construction Application](http://www.cityofcamas.us/Permits/Civil_Construction_Application).
6. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
 - a. Payment of the 1% plan review (PR) fee is required prior to start of initial plan review. Staff will review the preliminary engineer's estimate and invoice the applicant via the online portal.
 - b. Payment of the 2% construction inspection (CI) fee is required prior to final plan approval. Staff will invoice the applicant via the online portal.
 - c. Under no circumstances will the applicant be allowed to begin any land-disturbing activities prior to engineering plan approval.
7. If applicable, existing wells, septic tanks, and septic drain fields shall be decommissioned in accordance with state and county guidelines per CMC 17.19.020.

8. Prior to any land-disturbing activities of an acre or more, the applicant shall submit a copy of the *NPDES General Construction Stormwater Permit (GCSWP)*, which is issued by the Washington State Dept. of Ecology, and the *Stormwater Pollution Prevention Plan (SWPPP)*, which is required as a component of the NPDES GCSWP permit.
9. Prior to commencing any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond in the amount of 200% of the cost for erosion control (ESC) measures, per CMC 14.06.200. Staff will provide a letter to the applicant with the required ESC amount.
10. If any item of archaeological interest is uncovered during a permitted land-disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
11. The applicant shall comply with the recommendations of the geotechnical report (Exhibit 4) prepared by Columbia West Engineering, Inc., dated May 28, 2025, to minimize any potential hazards associated with construction.
12. 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.
13. Final plat submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050, and the Camas Design Standards Manual.
14. A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&Rs for ownership and maintenance of the private storm drainage systems, open spaces, retaining walls, fencing, walls, landscaping, irrigation, private roads, and tracts or easements outside of the City's right-of-way if applicable. Further, all necessary easements and dedications should be noted on the final plat.
15. 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.
16. 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.
17. As a component for final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
 - a. The as-built cover sheet is to be the originally approved cover sheet signed by the City Engineer.
 - b. As-builts are to be submitted as PDFs.
 - c. As-builts are to be submitted in either AutoCad or Carlson formats.

18. Per CMC 17.21.050.B.2 and prior to final acceptance a 2-year warranty maintenance bond is to be submitted for all public improvements.
 - a. Per CMC 17.21.070.A Upon final acceptance of the development improvements the two-year (2) warranty bond commences.
19. 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.
20. 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.
21. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
22. The applicant will be responsible for maintenance of all private improvements, including but not limited to stormwater facilities Tracts and easements, Open Space Tracts, parking areas, landscaping and irrigation, private STEP tanks, and any retaining walls.
23. 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.
24. At the time of building permit approval, the applicant shall pay the appropriate impact fees in accordance with the provisions of CMC 3.88.
25. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three (3) years after issuance of Certificate of Occupancy. If plantings fail to survive, the property owner shall promptly replace them.
26. Unless construction of this site commences within five (5) years of issuance of this decision, this permit will expire.

Special Conditions of Approval:

Planning:

27. 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.
28. The comments from Department of Ecology shall be complied with.
29. A copy of the unanticipated discovery protocol from the Cowlitz Indian shall be kept on site during construction activities.

Prior to Engineering Plan Approval:

Planning:

30. The 32 off-street parking spaces shall be shown on the final engineering plans.

31. The stormwater facilities shall include a ten-foot (10-foot) L2 landscape buffer in accordance with criteria in the Camas Design Standards Manual if within thirty feet of any street or accessory structure.
32. 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.
33. There shall be one street tree per lot in the planter strip or in the front yard of each lot, where feasible.
34. Temporary construction fencing that clearly marks the critical area buffers (i.e., wetlands and buffers) shall be shown on the engineering plans.
35. A plan sheet with the mitigation planting table per the Critical Area Report shall be submitted for review and approval.

Engineering:

[Neighborhood Traffic Management]

36. Prior to engineering plan approval, the applicant is to work with engineering staff to revise the preliminary street plans and preliminary plat to include design features for traffic calming devices at the following locations:
 - a. Raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW Umatilla Street at Tract I, Private Parking Area.
 - b. Traffic circle at the intersection of NW Umatilla Street and NW 20th Avenue.
 - c. Raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW Umatilla Street between NW 20th Avenue and NW 22nd Avenue.
 - d. A traffic calming device on NW 20th Avenue between NW Tidland Street and NW Brady Road, e.g., mid-block curb ramps on both sides of NW 20th Avenue and marked crosswalk, raised crosswalk, or other similar device.
 - e. Raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW Tidland Street in the vicinity of Tract G, Private Street.
 - f. Raised crosswalk or other similar device, and mid-block curb ramps on both sides of NW 22nd Avenue at Tract E, Private Parking.

[Water]

37. Prior to engineering plan approval, the composite utility plans shall be revised with the 8-inch water main in proposed NW 22nd Avenue extended east to tie into the existing 16-inch water main in NW Brady Road.

38. Prior to engineering plan approval, the applicant shall submit revised composite utility plans that provide an additional fire hydrant on proposed NW Umatilla Street between proposed NW 20th Avenue and NW 18th Avenue.
39. Prior to engineering plan approval, the applicant shall submit revised water utility plans and landscape plans showing the locations and sizes of all proposed irrigation services and the size of each proposed irrigation meter.

[Storm Drainage]

40. 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, and the stormwater facilities in Tracts A and F for review and approval, per MR #1 of the Preliminary TIR.
41. Prior to engineering plan approval, a note shall be added to the stormwater plans stating that the stormwater facilities, including the StormFilter vaults, in Tract B and Tract F are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA), with right-of-entry granted to the city for inspection purposes.
42. Prior to engineering plan approval, the stormwater plans shall be revised to include a stormwater manhole at the right-of-way between public and private roads and private storm easements, as the stormwater systems located in private roads and private storm easements are to be owned and maintained by the Homeowners Association (HOA).
43. Prior to engineering plan approval, the applicant shall revise the Final Stormwater Technical Report (TIR) to include source control BMPs, per MR #3, for the proposed development.
44. 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]

45. Prior to engineering plan approval, the applicant shall be required to submit a complete set of Erosion Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.
46. 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 Sewage Disposal]

47. Prior to engineering plan approval, the applicant shall submit documentation verifying that the existing 8-inch and 10-inch STEF mains can handle the additional inflow from the proposed development.
48. Prior to engineering plan approval, the composite utility plans shall be revised showing all sanitary sewer laterals perpendicular to the sanitary sewer mains.

49. Prior to engineering plan approval, the applicant shall submit the design and specifications for each of the STEF tanks proposed for Tracts J, K, L, and M, with verification that the tank sizes will meet the setback constraints on each of the Sanitary Facility Tracts.

Roads

[NW 18th Avenue]

50. Prior to engineering plan approval, the preliminary street plans shall be revised to include construction of the full depth half-width street improvements from the centerline of the existing road to the frontage of the proposed development.

[Interior Public Roads]

51. Prior to engineering plan approval, the preliminary plat and subsequently the preliminary street plans should be revised with the minimum centerline radius of seventy-foot (70-foot) for Curve #2, which is the corner of NW Umatilla Street and NW 22nd Avenue.

Private Roads

[Tract A]

52. Prior to engineering plan approval, the preliminary street plans shall be revised to include a 25-foot curb radii on both sides of Tract A (Private Road), Tract A extended to the northernmost property line of the proposed development, and a minimum 5-foot-wide public access sidewalk is to be constructed on the east side of the Tract.

[Tract G & Tract H]

53. Prior to engineering plan approval, the preliminary street plans shall be revised to include a 25-foot curb radii on both sides of Tract G (Private Street).

54. Prior to engineering plan approval, the preliminary street plans shall be revised to include a 25-foot curb radii on both sides of Tract H (Private Parking).

55. Prior to engineering plan approval, the preliminary street plans and the preliminary plat should be revised with the sidewalk and planter strip located on the north side of Tract G.

[All Private Streets]

56. 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 or off-street parking areas, nor does the city enforce no parking on private roads or private parking areas.

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

[Street lighting]

57. Prior to engineering plan approval, a streetlight is to be added to the plans for Tract, the private street that serves Lots 64-69, and the private parking area on Tract H. A note is to be added to the applicable plans that the streetlights on Tract G and/or H is to be metered separately and are to be owned and maintained by Lots 64-69 and/or the Homeowners Association (HOA).

58. Prior to engineering plan approval all streetlight locations are to be shown on the street, utility, and landscape plans.
59. Prior to the applicant's submittal of electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, should be submitted to the city for review and approval.

[Driveways]

60. Prior to engineering plan approval, the driveway widths would vary from 10-foot-wide to 14-foot-wide depending on the lot width, where feasible, shared driveways should be provided between lots smaller than 25-feet in width, as the driveway throat shall not exceed 40% of the total lot frontage.

[Street trees and Landscaping]

61. Prior to engineering plan approval, the street improvement plans and the landscape plans are to include the site distance triangles at the intersections of all the proposed on-site roads; at the intersection of NW Umatilla Street at NW 18th Avenue; and at the intersection of NW 22nd Avenue at NW Brady Road.

[Retaining Walls]

62. 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 for review and to with civil construction plans for review, approval, and inspection by Development Engineering.
 - b. Pour 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.

Traffic Impact Analysis

63. Prior to engineering plan approval, a Supplemental Memo to the TIA is to be submitted with sight-distance and capacity addressed at the proposed intersection of NW 22nd Avenue at NW Brady Road.

[Left-Turn Pocket Analysis]

64. Prior to engineering plan approval, a Supplemental Memo to the TIA is to be submitted with the analysis of a left-turn pocket on NW 18th Avenue and proposed NW Umatilla Street; and on NW Brady Road and proposed NW 22nd Avenue.

[Traffic Control Considerations]

65. Prior to engineering plan approval, the signing and striping plans are to include a 'Stop' sign at the intersections of proposed NW Umatilla Street and NW 18th Avenue; and at the intersection of proposed NW 22nd Avenue and NW Brady Road; and other on-site traffic control devices as required per the CDSM and the MUTCD.

Prior to Land-Disturbing Activities:

66. 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 contactor information; and the name of the Project CESCL and CESCL certification number and expiration date. (CESCL = Certified Erosion Sediment Control Lead).
67. Prior to any land-disturbing activities, a copy of Ecology's NPDES GCSWP permit, the SWPPP with contractor information, and the financial security for erosion and sediment control are to be submitted to the city.
68. Prior to any land-disturbing activities, which includes tree cutting, clearing and grading, and an approved set of engineering plans, including the erosion prevention and sediment control measures is required.
69. The installation of temporary construction fencing that clearly marks in the field critical area buffers (i.e., wetlands and buffers) is required and fencing shall remain throughout permitted construction activities.

Prior to Final Plat Approval:

Planning:

70. The mitigation credits of .24 shall be purchased prior to final plat approval and proof shall be submitted to the City for confirmation.
71. A conservation covenant shall be recorded with the County to ensure the long-term preservation of all the critical areas and any associated buffers, including maintenance of any mitigation actions.
72. The applicant shall post a mitigation bond in an amount deemed acceptable by the city to ensure the wetland mitigation is fully functional per CMC 16.51.250.
73. A setback table shall be shown on the final plat in addition to the setbacks dashed line shown on each lot.
74. A copy of the CC&R's shall be submitted to the city for review and approval.

Engineering:

[Water]

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

[Storm Drainage]

76. Prior to final plat approval, a note is to be added to the final plat stating that the stormwater facilities, including the StormFilter vaults, in Tract B and Tract F are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA), 2-years after

final acceptance is issued. Right-of-entry shall be granted to the City for inspection purposes.

77. Prior to final plat approval, a note is to be added to the final plat stating that the private rear yard storm systems, located in a private storm easements, are to be owned and maintained by the homeowners and/or the Homeowners Association (HOA).

[Sanitary Sewage Disposal]

78. Prior final plat approval, a note is to be added to the plat stating that the sanitary facilities, STEF tanks, on Tracts J, K, L, and M are to be owned and maintained by the Homeowners Association (HOA), with right-of-entry granted to the city for inspection purposes.

[Roads]

Tract A – Private Street

79. Prior to final plat approval, the final plat shall be revised to include a 25-foot curb radii on both sides of Tract A (Private Street), Tract A extended to the northernmost property line of the proposed development, and a minimum 5-foot-wide public access easement recorded over the sidewalk shown on the east side of Tract A.
80. Prior to final plat approval, a note shall be added to the final plat stating that the owners of Lots 90-93 are responsible for ownership and maintenance of the road in Tract A. The Homeowners Association (HOA) is responsible for ownership and maintenance of the 5-foot-wide public access sidewalk.

Tract D – Private Street

81. Prior to final plat approval, a note shall be added to the final plat stating that the owner of Lot 124 is responsible for ownership and maintenance of Tract D.

Tract E – Private Parking

82. Prior to final plat approval, a note shall be added to the final plat stating that Tract E, Private Parking, is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).

Tract G – Private Street

83. Prior to final plat approval, the final plat shall be revised to include a 25-foot curb radii on both sides of Tract G (Private Street). A note should be added to the final plat stating the Lots 64-69 and/or the Homeowners Association (HOA) are responsible for ownership and maintenance of Tract G, as Tract G provides access to the stormwater facility on Tract F for maintenance activities and inspection purposes.

Tract H – Private Parking

84. Prior to final plat approval, the final plat shall be revised to include a 25-foot curb radii on both sides of Tract H (Private Parking). A note should be added to the final plat stating the Lots 64-69 and/or the Homeowners Association (HOA) are responsible for ownership and maintenance of Tract H.

All Private Streets

85. Prior to final plat approval, a note is to be added to the plat stating that 'on-street parking is prohibited on both sides of Tract A, Tract D, and Tract G.

Streetlighting

86. Prior to final plat approval a note is to be added to the plat stating that the streetlight that serves Tract G and H is to be metered separately and is to be owned and maintained by Lots 64-69 and/or the Homeowners Association (HOA).

Prior to Final Acceptance:

Planning:

87. The applicant shall delineate the soil gas contamination area and work with appropriate jurisdictions to mitigate the soil gas contamination.

88. Permanent signs and fencing shall be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications shall be submitted to the City for review and approval prior to installation.

Engineering:

89. Prior to final acceptance of the first phase that is constructed, regardless of the Phase referenced on the Preliminary Plat, the applicant is to provide proof of payment to the City of Vancouver of the Proportionate Share Fees in the amount of \$137,800.00.

90. Prior to final acceptance the applicant shall be required to install the 'No Parking and Towing' signs on the private roads and alleys.

Prior to Final Occupancy:

Planning:

91. Two off street parking spaces are required per lot and shall be shown on the building permit submittal.

92. Street trees adjacent to lots shall be installed prior to final occupancy or bonded for per CMC 17.19.030.F.4.

Proposed Plat Notes

1. A homeowner's association (HOA) will be required for this development. Copies of the C.C. & 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. The maximum building lot coverage is 65%.
4. 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.
5. 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).
6. Tract G – Private Street: An access and maintenance easement is granted to the City over and under the proposed 8-inch water main located in Tract G, Private Street for the purpose of inspection, maintenance and operation of said public water main.
7. The stormwater facilities, including the StormFilter vaults, in Tract B and Tract F are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA), 2-years after final acceptance is issued. Right-of-entry shall be granted to the City for inspection purposes.
8. Ownership and maintenance of the stormwater facilities, including the StormFilter vaults, located in Tract B and Tract F are the responsibility of the Homeowners and/Homeowners Association (HOA), 2-years after the issuance of Final Acceptance, with right-of-entry granted to the city for inspection purposes.
9. Ownership and maintenance of the storm systems located within a private storm easement, are the responsibility of the Homeowners and/Homeowners Association (HOA).
10. Tract J, Tract K, Tract L, and Tract M: These tracts are the locations of the community STEF tanks that serve the development. Ownership and maintenance of the Tracts and the community STEF tanks are the responsibility of the Homeowners Association (HOA). Right-of-entry is to be granted to the city for inspection purposes.
11. Tract A, Private Street, is to be owned and maintained by the owners of Lots 90-93. The Homeowners Association (HOA) is responsible for ownership and maintenance of the 5-foot-wide public access sidewalk.
12. Tract D, Private Street, is to be owned and maintained by the owner of Lot 124.
13. Tract E, Private Parking, is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).
14. Tract G, Private Street, is to be owned and maintained by the owners of Lots 64-69 and/or the Homeowners Association (HOA) as Tract G provides access to the stormwater facility on Tract F for maintenance activities and inspection purposes.
15. Tract H, Private Parking, is to be owned and maintained by the owners of Lots 64-69.

16. Tract A, Tract D, and Tract G: On-street parking is prohibited on both sides of the street.
17. The streetlight that serves Tract G and H is to be metered separately and is to be owned and maintained by Lots 64-69 and/or the Homeowners Association (HOA).