



June 23, 2023

Madeline Sutherland  
City of Camas Community Development  
616 NE 4<sup>th</sup> Avenue  
Camas, WA 986047

Engineering Responses below. 6/28/23  
Planning Responses below 6/28/23

**RE: Camas Meadows Hole 9 Mixed Development (CUP23-01) Comment Response**

Dear Madeline:

Thank you for providing staff comments for the submittal. Below are responses to the comments.

Planning

- *The rear yard setbacks for lots 4-19, 20, 21, 75-77 need to be 25 feet per the Mixed Use zoning requirements. Please update the preliminary plat.*

**Response:** We will update the setbacks.

- *Off-site trees do not count towards the minimum tree density. Please update the tree density calculation.*

**Response:** We request that we be allowed to count the street trees proposed along Camas Meadows Drive, even if they are technically off site. If the frontage of the project was not improved, and the improvements were part of the project, then we would be allowed to count the street trees (as we have been allowed on past projects with frontage improvements needed) similar to the street trees on the internal roads.

Yes, you may count street trees toward the tree density. I was referring to the trees off site to the north. They were included in the tree survey and wanted to make sure they were not included in the density calculation. Only on site and street trees count.

- *Per The Department of Fish and Wildlife email attached, the following need to be addressed and updated:*
  - *Additional information is needed to determine if the oaks smaller than 20" DBH are regulated individually or as an oak woodland.*
  - *The applicant needs to demonstrate how the layout follows mitigation sequencing starting with exhausting the avoidance option. Based on the layout, the two oaks on lots 21 and 41 can be retained if the lots are a tract.*
  - *Please update the critical area report, mitigation plan, tree survey and report, and development plans to ensure no net loss to the oak habitat.*

**Response:** AKS coordinated with WDFW prior to land use submittal in August 2022 regarding the site plan and avoidance of priority oaks on Lots 21 and 41. AKS will reach out to WDFW again to confirm our previous understanding of oak mitigation and avoidance alternatives and provide additional information and update documents as necessary.

It sounds like you will be working with WDFW on the layout. Please keep me in the loop on the layout discussion and provide evidence that WDFW is ok with the new layout.

EngineeringPreliminary Plat:

1. The noted 'alleys' are private roads and are to meet the private road standards for rock and asphalt sections.
  - o A deviation request from the private road standards for sidewalks and planter strips along Tracts H, A, and B is required.

**Response:** It should be noted that the alleys are in fact alleys per the definition in Camas Municipal Code (CMC) 18.030.040. The proposed alleys are a narrow street that is primarily for vehicular access to the rear of the lots they are serving, which abut public streets on the lot fronts. The proposed alleys also exceed the standards identified in CMC Table 17.19.040-1 and Camas Standard Detail PVT5. Additionally, sidewalks and planter strips are not required for alleys per the CMC Table 17.19.040-1 and Camas Standard Detail PVT5. The rock and asphalt sections shown in Camas Standard Detail PVT5 match the other private street standard details and will be provided. A deviation request will not be provided for the alleys as they meet or exceed the code and standard detail requirements. Okay

2. Proposed NW A Drive – northwest section to the Commercial Lot:
  - o Provide an ADA accessible route from the west end of NW A Drive through the parking lot of Phase 3 to the front door of the Commercial Building.

**Response:** The plans will be updated to provide an ADA route from the end of NW A Drive to the building entrance. Okay

3. All curb radii on arterials are to be a minimum 35-foot.

**Response:** Per Table 2 – General Guidelines for Geometry of Roadway, curb radii is required to be 30 feet minimum. Please discuss reasoning for requiring an increased radius.  
Per Table 2, min. curb radii on an arterial/collector is 35'. CMD is an arterial.

4. Proposed Tract J requires a deviation request if proposed access is off NW A Drive and/or N 78<sup>th</sup> Avenue, per the minimum access spacing standards for a Local Road, per Table 3.

**Response:** A deviation will be provided. Please confirm that a narrative discussing the deviation will be adequate to address the deviation. A narrative is adequate.

5. Private roads on Tracts H, A, and B do not meet the minimum intersection setback spacing standards from an arterial. A deviation request is required and supported.

**Response:** A deviation will be provided. Please confirm that a narrative discussing the deviation will be adequate to address the deviation. A narrative is adequate.

6. Proposed NW 78<sup>th</sup> Ave. & Tract H:
  - o The curb radii on a local road is to be 25-foot minimum.
7. Proposed NW 77<sup>th</sup> Ave. & Tracts A & B:
  - o The curb radii on a local road is to be 25-foot minimum.
8. Proposed NW 75<sup>th</sup> Ave. & Tract B:
  - o The curb radii on a local road is to be 25-foot minimum.

**Response:** These curb radii will be added. Okay



9. ADA curb ramps throughout the site are to be directional unless the road grades exceed 5% and are not stop controlled.

**Response:** We will update the plans to show direction curb ramps as noted above. Okay

10. Per the pre-app notes, proposed NW A Drive is to be extended to include the frontage across Lot 30 (Lot 54 in the pre-application).

**Response:** It is understood that this was noted in the pre-application conference. However, the design of this areas was modified following the pre-app to ensure that the construction of NW A Drive would not require the removal of two existing Oregon white oak and ensure that only three lots were served from private street extending from the termination of NW A Drive. The private street has also been provided with an adequate turnaround. Therefore, with the layout as proposed, NW A Drive no longer needs to be extended. Okay

11. There is a 20-foot access easement shown on Lots 20 & 21. What is the purpose of the easement?

**Response:** The access easement is to provide for a shared driveway to serve Lots 20 and 21. Okay

Composite Utility Plans:

12. Commercial parcel: Drive aisles adjacent to the recycle/garbage receptacles are to be a minimum of 26-feet wide.

**Response:** The layout will be updated to provide a 26-foot wide aisle adjacent to the trash enclosure. Okay

13. Commercial parcel: Garbage/recycle enclosure dimensions at 20-feet long, 16-feet deep, 7-foot-high concrete block surround, with 2 64-inch gates that are to open out.

**Response:** The trash enclosure will be updated to these dimensions. Okay

14. The proposed location of the Community STEP tank, between two storm facilities, is not supported by Staff.

- o Location is to be easily accessible for maintenance and inspections and not adjacent to storm facilities.
- o The community STEP tank will be owned and maintained by the HOA.
- o The city does not maintain community STEP tanks.

**Response:** The community STEP tank will be relocated to Tract C. It is understood that the STEP tank will be owned and maintained by the HOA. Okay. Traffic rated risers and lids will be required. Possible conflict with storm main and CBs as shown on preliminary plans.

Stormwater Plans:

1. There is to be a paved access to storm facilities and flow control manholes for maintenance and inspections of the residential facilities and the commercial facilities.

**Response:** Plans will be updated to show paved access to the flow control manholes. Okay. And the access ramp.

2. *Rear yard stormwater runoff from Lots 30-48 are not to negatively impact adjacent parcels.*
3. *Stormwater discharge via the outfall/flow spreaders located on the commercial parcel and the eastern most Tract F are not to negatively impact the adjacent properties.*

**Response:** The stormwater system will be designed to ensure that runoff does not negatively impact the adjacent parcels. [Okay](#)

Sincerely,

**AKS ENGINEERING & FORESTRY, LLC**



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