



STAFF REPORT

Village at North Shore

File No. SUB25-1008

(Consolidated files: Shoreline Substantial Development and Conditional Use Permit, Preliminary Plat Review, Site Plan Review, Critical Area Review, SEPA Review, and Archaeological Review)

Report Date: November 26, 2025

TO	Hearings Examiner	HEARING DATE	December 2, 2025 at 5 P.M.
PROPOSAL	To construct 102 attached and detached single-family residential lots and six mixed-use lots containing buildings with apartment units and commercial space.		
LOCATION	The site is located at 313 SE Leadbetter Road in the Northwest Quarter of Section 35, Township 2 North, Range 3 East of the Willamette Meridian; and described as tax parcel 177885000.		
APPLICANT/	AKS Engineering & Forestry, LLC	OWNER	HSR Dev - Mills, LLC
OWNER	Attn: Michael Andreotti 9600 NE 126th Ave Suite 2520 Vancouver, WA 98682		19120 SE 34th St Suite 103 Vancouver, WA 98683
APPLICATION SUBMITTED	July 23, 2025	APPLICATION COMPLETE	Augst 25, 2025
SEPA	The City issued a SEPA Determination of Non-Significnace (DNS) on 11/6/2025, with a comment period that ended on 11/20/2025. The SEPA DNS was mailed to property owners and published in the Post Record on 11/6/2025. Legal publication #1046870.		
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 10/7/2025. Legal publication #1037190.		

APPLICABLE LAW: The application was submitted on 7/23/2025, and the applicable codes are those codes that were in effect at the date of the application's first submittal. Shoreline Master Program (SMP) and 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 18.18 - Site Plan Review, Chapter 18.19 - Design Review, 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 construct 102 attached and detached single-family residential lots and six mixed-use lots containing buildings with apartment units and commercial spaces. The subject site is zoned North Shore Mixed Use (MX-NS), North Shore High Density (HD-NS), North Shore Low Density (LD-NS), and North Shore Commercial (C-NS). The site contains wetlands, habitat and geological hazardous area. The proposal includes critical area, open space, stormwater, utility, parking, and landscape tracts.

The subject site is bordered to the north by undeveloped High Density – North Shore (HD-NS) and Low Density – North Shore (LD-NS) zoning. To the east is undeveloped LD-NS zoning. To the south is Park and Open Space zoning. To the west is undeveloped HD-NS zoning. The site also consists of trees, groundcover, a stream, and wetlands.

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

SHORELINE MASTER PROGRAM

APPLICABLE LAW:

The application was deemed complete on Augst 25, 2025, and the applicable codes are those codes that were in effect on the date of application, to include Camas Municipal Code (CMC) Titles 16, 17 and 18; The Camas Shoreline Master Program (Ord. 21-003) consolidated with Critical Area Review within Appendix C (SMP); and The Shoreline Management Act (RCW90-58)(WAC 173-27).

SMP STANDARDS AND EVALUATION:

Shoreline Substantial Development and Conditional Use Permits must be consistent with approved Shoreline Master Program (SMP) element goals, objectives and general policies of the designated environment; policy statements for shoreline use activities; and with use activity regulations.

BACKGROUND:

The proposed utilities and pedestrian pathway that connect at Leadbetter Road requires a Shoreline Substantial Development Permit. In addition, a Shoreline Conditional Use Permit is required for the utilities per SMP Table 6-1. All other portions of the development do not require a shoreline permit as they are outside of the shoreline jurisdiction.

The Camas Shoreline Master Program (SMP) classifies the shoreline management areas as “Medium Intensity”. The development is subject to review and approval of the following permits: Shoreline Substantial Development Permit (SDP), and Shoreline Conditional Use Permit (CUP). This report includes the criteria for review for these permit types.

MASTER PROGRAM GOALS AND POLICIES (CHAPTER 3):

At page 3-1 of the SMP, the general goals of the program are to use the full potential of the shorelines in accordance with the surrounding areas, the natural resource values, and the unique aesthetic qualities; and develop an ordered and diversified physical environment that integrates water, and shoreline uses while achieving a net gain of ecological function. The pedestrian path and utilities support the following shoreline goals such as:

SMP, Section 3.2 Shorelines of Statewide Significance, *“Development should be focused in already pre-developed shoreline areas to reduce adverse environmental impacts and to preserve undeveloped shorelines.”*

SMP, Section 3.7 Public Access and Recreation *“The goal of public access and recreation is to increase the ability of the general public to enjoy the water’s edge, travel on the waters of the state, and to view the water and the shoreline from adjacent locations.”*

FINDING: Staff finds that the general goals and policies of Chapter 3 are met as this project will increase the public access to view the water, is in an area that is already has an existing gravel driveway and street, and is designed to not adversely impact shoreline ecological functions.

MEDIUM INTENSITY SHORELINE DESIGNATION (CHAPTER 4)

The management policies of the Medium Intensity Shoreline Designation at SMP Section 4.3.4.4 are as follows:

- 1) *The scale and density of new uses and development should be compatible with sustaining shoreline ecological functions and processes, and the existing residential character of the area.*

FINDING: The proposed utility and pedestrian pathway will be within the existing gravel path to the site and within SE Leadbetter Road, therefore the scale of the new use will not affect the ecological functions or surrounding area.

- 2) *Public access and joint use (rather than individual) of recreational facilities should be promoted.*

FINDING: There will be a public access easement recorded along the proposed pedestrian pathway that connects from SE Leadbetter Road to the proposed development to the north that is part of this application.

3) *Access, utilities, and public services to serve proposed development within shorelines should be constructed outside shorelines to the extent feasible, and be the minimum necessary to adequately serve existing needs and planned future development.*

FINDING: **Access, utilities, and public services are proposed to be located within existing pathways and streets, and are the minimum amount of services necessary to provide for the new development located to the north.**

4) *Public or private outdoor recreation facilities should be provided with proposals for subdivision development and encouraged with all shoreline development if compatible with the character of the area. Priority should be given first to water-dependent and then to water-enjoyment recreation facilities.*

FINDING: **There is no outdoor recreation facilities included within the shoreline jurisdiction.**

5) *Commercial development should be limited to water oriented uses. Non-water oriented commercial uses should only be allowed as part of mixed-use developments where the primary use is residential and where there is a substantial public benefit with respect to the goals and policies of this Program such as providing public access or restoring degraded shorelines.*

FINDING: **There is no commercial development proposed within the shoreline jurisdiction.**

GENERAL SHORELINE USE AND DEVELOPMENT REGULATIONS (CHAPTER 5)

The following general regulations of Chapter 5 Section 5.1 (beginning on page 39) are as follows:

1. *Shoreline uses and developments that are water-dependent shall be given priority.*

FINDING: **The utility connections and pedestrian pathway are not water dependent; however, they are required as part of the proposed development to the north.**

2. *Shoreline uses and developments shall not cause impacts that require remedial action or loss of shoreline functions on other properties.*

FINDING: **The proposed work will not affect shoreline functions on other properties or require remedial action.**

3. *Shoreline uses and developments shall be located and designed in a manner such that shoreline stabilization is not necessary at the time of development and will not be necessary in the future for the subject property or other nearby shoreline properties unless it can be demonstrated that stabilization is the only alternative to protecting public safety and existing primary structures.*

FINDING: **All of the work will be conducted within existing pathways and streets; therefore, no shoreline stabilization is necessary.**

4. *Land shall not be cleared, graded, filled, excavated or otherwise altered prior to issuance of the necessary permits and approvals for a proposed shoreline use or development to determine if environmental impacts have been avoided, minimized and mitigated to result in no net loss of ecological functions.*

FINDING: **The applicant has applied for proper permits and has not requested to begin work prior to receiving approvals.**

5. *Single family residential development shall be allowed on all shorelines except the Aquatic and Natural shoreline designation, and shall be located, designed and used in accordance with applicable policies and regulations of this Program.*

FINDING: Single-family residential is not proposed within the shoreline jurisdiction.

6. Unless otherwise stated, no development shall be constructed, located, extended, modified, converted, or altered or land divided without full compliance with CMC Title 17 Land Development and CMC Title 18 Zoning.

FINDING: The proposed development requires compliance with the applicable regulations from CMC Title 17 Land Development and CMC Title 18 Zoning.

7. On navigable waters or their beds, all uses and developments should be located and designed to: (a) minimize interference with surface navigation; (b) consider impacts to public views; and (c) allow for the safe, unobstructed passage of fish and wildlife, particularly species dependent on migration.

FINDING: There are no impacts proposed to navigable waters, therefore, this criteria does not apply.

8. Hazardous materials shall be disposed of and other steps be taken to protect the ecological integrity of the shoreline area in accordance with the other policies and regulations of this Program as amended and all other applicable federal, state, and local statutes, codes, and ordinances.

FINDING: No hazardous materials are expected as part of this development. If there are hazardous materials, they will be disposed of properly.

9. In-water work shall be scheduled to protect biological productivity (including but not limited to fish runs, spawning, and benthic productivity). In-water work shall not occur in areas used for commercial fishing during a fishing season unless specifically addressed and mitigated for in the permit.

FINDING: There is no in-water work proposed, therefore, this criterion is not applicable.

10. The applicant shall demonstrate all reasonable efforts have been taken to avoid, and where unavoidable, minimize and mitigate impacts such that no net loss of critical area and shoreline function is achieved. Applicants must comply with the provisions of Appendix C with a particular focus on mitigation sequencing per Appendix C, Section 16.51.160 Mitigation Sequencing. Mitigation Plans must comply with the requirements of Appendix C, Section 16.51.170 Mitigation Plan Requirements, to achieve no net loss of ecological functions.

FINDING: The application includes critical areas within the residential and commercial development to the north. However, there are no critical area impacts within the shoreline jurisdiction near the utility and pedestrian pathway. A critical area and mitigation plan were submitted with the application.

11. The effect of proposed in-stream structures on bank margin habitat, channel migration, and floodplain processes should be evaluated during permit review.

FINDING: There are no in-stream structures proposed, therefore, this criterion is not applicable.

12. Within urban growth areas, Ecology may grant relief from use and development regulations in accordance with RCW 90.58.580, and requested with a shoreline permit application.

FINDING: The activity is in city limits and therefore this criterion is not applicable.

CRITICAL AREAS PROTECTION (Section 5.3)

There are no critical areas or impacts within the shoreline portion of this application. All critical areas are located north within the residential and commercial development that are outside of shoreline jurisdiction and are addressed separately in the Critical Area section of this report.

SPECIFIC SHORELINE USE REGULATIONS (Chapter 6)

SMP Section 6.3.11 Recreational Development

The specific use regulations for recreational uses begins at page 66 of the SMP. Not all the regulations are applicable to this proposal.

1. *Water-oriented recreational uses and developments are preferred.*

FINDING: The pedestrian path will terminate on the north side of SE Leadbetter Road and provide visual access to the shoreline.

2. *Trails shall be designed and constructed in substantial compliance with the standards of the Camas Park, Recreation and Open Space Comprehensive Plan, Design & Development Guidelines (2007, Appendix A), with the constructed width varying by trail type and critical area protection*

FINDING: Although the trail is not in the City of Camas PROS plan, the trail will be designed to allow for pedestrian connectivity between Leadbetter Road and the proposed development to the north.

3. *Recreation areas or facilities on the shoreline shall provide physical or visual public access in accordance with Section 5.5.*

FINDING: The pedestrian pathway will provide visual public access to the shoreline.

4. *Parking areas that are accessory to recreational uses shall be located upland a minimum of one hundred and fifty (150) feet away from the immediate shoreline, with pedestrian trails or walkways providing access to the water.*

FINDING: There is no parking areas proposed within 150 feet of the shoreline.

5. *All permanent, substantial, recreational structures and facilities shall be located outside officially mapped floodways. The Administrator may grant exceptions for non-intensive Camas Shoreline Master Program 67 minor accessory uses (including but not limited to, picnic tables or playground equipment).*

FINDING: There are no structures proposed with this shoreline application.

6. *Parks and trailheads shall be provided with restrooms with hand washing facilities in accordance with public health standards and without adversely altering the natural features attractive for recreational uses.*

FINDING: There are no restrooms provided as the pedestrian pathway is not a trailhead.

7. *Recreational facilities shall make adequate provisions, such as densely vegetated buffer strips, screening, fences, and signs, to protect the value and enjoyment of adjacent or nearby private properties and natural areas from trespass, overflow and other possible adverse impacts.*

FINDING: The pedestrian pathway will run through the City of Camas park land and will be surrounded by trees. The existing trees will provide a buffer to screen the adjacent properties.

8. *Provisions shall be made for the protection of water areas from drainage and surface runoff in all recreational developments requiring the use of fertilizers and pesticides in areas adjacent to shorelines, such as in play fields and golf courses.*

FINDING: The project will collect and treat surface runoff on site. A preliminary erosion control plan was submitted with the application.

9. *Golf course structures (clubhouses and maintenance buildings) that are non-wateroriented shall be located no closer than one hundred (100) feet from the OHWM.*

10. *Tees, greens, fairways, golf cart routes, and other site development features shall be located no closer than two hundred (200) feet from the OHWM to the extent practicable. If golf cart routing is combined with public access trails, it may be located one hundred (100) feet from OHWM.*

11. *Golf course water hazards and stormwater drainage basins shall be managed for wildlife through appropriate plantings and measures to maintain or enhance water quality.*

FINDING: **There is no golf course included with this application, therefore, criteria 9-11 are not applicable.**

SMP Section 6.3.15 Utilities Use

The specific use regulations for utility use begins at page 69 of the SMP. Not all the regulations are applicable to this proposal.

1. *Whenever feasible, all utility facilities shall be located outside shoreline jurisdiction. Where distribution and transmission lines (except electrical transmission lines) must be located in the shoreline jurisdiction they shall be located underground or within the footprint of an existing, built roadway.*

FINDING: **All utilities will be located outside of shoreline jurisdiction except for the connection in SE Leadbetter Road.**

2. *Where overhead electrical transmission lines must parallel the shoreline, they shall be no closer than one hundred (100) feet from OHWM unless topography or safety factors would make it unfeasible, then a shoreline conditional use permit shall be required.*

FINDING: **No proposed overhead transmission lines paralleling the shoreline are proposed. This standard does not apply.**

3. *Utilities shall be designed, located and installed in such a way as to preserve the natural landscape, minimize impacts to scenic views, and minimize conflicts with present and planned land and shoreline uses.*

FINDING: **The utilities will be located in a utility easement that will run along the existing gravel path that connects to the southwest portion of the development site.**

4. *Transmission, distribution, and conveyance facilities shall be located in existing rights of way and corridors or shall cross shoreline jurisdictional areas by the shortest, most direct route feasible, unless such route would cause significant environmental damage.*

FINDING: **Not applicable to this project as there are no transmission, distribution, or conveyance facilities.**

5. *Utility production and processing facilities, such as power plants and wastewater treatment facilities, or parts of those facilities that are nonwater-oriented shall not be allowed in the shoreline jurisdiction unless it can be demonstrated that no other feasible option is available and will be subject to a shoreline conditional use permit.*

FINDING: **There is no utility production such as power plants or wastewater treatment facilities that are part of this project.**

6. *Stormwater control facilities, limited to detention, retention, treatment ponds, media filtration facilities, and lagoons or infiltration basins, within the shoreline jurisdiction shall only be permitted when the following provisions are met:*

a. The stormwater facility is designed to mimic and resemble natural wetlands and meets the standards of CMC 14.02 Stormwater and the discharge water meets state water quality standards;

b. Low impact development approaches have been considered and implemented to the maximum extent feasible.

FINDING: A stormwater control facility is not proposed within the shoreline jurisdiction. Therefore, this criterion is not applicable.

7. New and modifications to existing outfalls shall be designed and constructed to avoid impacts to existing native aquatic vegetation attached to or rooted in substrate. Diffusers or discharge points must be located offshore at a distance beyond the nearshore area to avoid impacts to those habitats.

FINDING: There are no new or modified outfalls associated with the project. Therefore, this criterion is not applicable.

8. Water reclamation discharge facilities (e.g. injection wells) are prohibited in the shoreline jurisdiction, unless the discharge water meets State Department of Ecology Class A reclaimed water standards. Proponents for discharge of Class A reclaimed water in the shoreline jurisdiction shall demonstrate habitat benefits of such discharge.

FINDING: This criterion is not applicable as no water reclamation facilities are proposed.

9. Where allowed under this program, construction of underwater utilities or those within the wetland perimeter shall be scheduled to avoid major fish migratory runs or use construction methods that do not cause disturbance to the habitat or migration.

FINDING: This criterion is not applicable as the construction of underwater utilities or those within the wetland perimeter are not proposed.

10. All underwater pipelines transporting liquids intrinsically harmful to aquatic life or potentially detrimental to water quality shall provide automatic shut off valves.

FINDING: This criterion is not applicable as no underwater pipelines transporting liquids are proposed.

11. Upon completion of utility installation/maintenance projects on shorelines, banks shall, at a minimum, be restored to pre-project configuration, replanted and provided with maintenance care until the newly planted vegetation is fully established. Plantings at installation shall be at least 2" minimum caliper at breast height if trees, five-gallon size if shrubs, and ground cover shall be planted from flats at 12" spacing, unless other mitigation planting is recommended by a qualified biologist and approved by the Administrator.

FINDING: Impacts to the bank are not proposed as all project work will occur above the top of bank of Lacamas Lake. This criterion is not applicable.

CONDITIONAL USE PERMIT - APPENDIX B SECTION IX

Utilities are a conditional use within the Medium Intensity shoreline designation. Pursuant to SMP, Appendix B, "Conditional use approval may be granted only if the applicant can demonstrate all of the following":

- 1. The proposed use is consistent with the general intent of the Program, and the policies of the Act (RCW 90.58.020).*

FINDING: The proposed utilities in the shoreline jurisdiction are designed to minimize impacts by being located within existing SE Leadbetter Road and the gravel pathway leading north to the project site. In addition, there will be no impacts to critical areas within the shoreline jurisdiction. The project is in conformance with the general intent of the SMP.

- 2. The proposed use will not interfere with normal public use of public shorelines;*

FINDING: No interference with the public use of the shoreline will occur as the conditional use permit is for the utilities which will be underground.

- 3. The proposed use of the site and design of the development will be compatible with the surrounding authorized uses, the Program, and the comprehensive plan;*

FINDING: The proposed utilities are compatible with the site as they provide services to the proposed residential and commercial uses to the north.

- 4. The proposed use will cause no significant adverse effects on the shoreline environment or other uses; and*

FINDING: No adverse effects are anticipated from the utilities as there will be no impact to critical areas or significant tree removal within the shoreline jurisdiction.

- 5. That the public interest would suffer no substantial detrimental effect;*

FINDING: The public interest would suffer no substantial detrimental effects as there is an existing pathway and street that the utilities will be located in.

CHAPTER 16.07 STATE ENVIRONMENTAL POLICY ACT

A SEPA checklist was submitted, and a Determination of Non-Significance (DNS) was issued on November 6, 2025 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 November 20, 2025, and four comments received from the Department of Natural Resources regarding forest practices, the Department of Ecology regarding hazardous waste, the Department of Archaeology and Historic Preservation regarding an archaeological survey, and the Department of Fish and Wildlife regarding impacts and mitigation recommendations. These comments are discussed further in this report.

FINDING: Staff finds the applicant shall work with state agencies to address comments provided through SEPA review and obtain any required permits as necessary.

CHAPTER 16.31 ARCHAEOLOGICAL PRESERVATION

An archaeological predetermination report dated July 1, 2022, was prepared by Archaeological Investigations Northwest, 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.

The public comment from Department of Archaeology and Historic Preservation recommended that an archaeological survey be conducted due to the high probability of artifacts located on site. However, the applicant has an archaeological pre-determination report dated 2022 that covered the entire two parcels and recommended no additional survey was required. Staff does recommend a condition of approval that an inadvertent discovery plan be created.

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 16.51 CRITICAL AREAS

General Provisions for Critical Areas – CMC 16.53 Wetlands, CMC 16.59 Geological Hazardous Areas, and CMC 16.61 Fish and Wildlife Habitat Conservation Areas.

[GENERAL]: Clark County GIS mapping identified the subject property with critical areas; therefore, the applicant submitted a two Critical Area Reports dated May 19, 2025, prepared by Ecological Land Services. Each report covers each of the two parcels that are included in this development application.

The Critical Area Reports includes a wetland delineation and identified two wetlands: Wetland A and Wetland B. Both are Category III wetlands with a habitat score of 7. Wetland A consists of 2.26 acres onsite while Wetland B has .78 acres located on site. Both wetlands include a high land use intensities, therefore, per CMC 16.53.040, the buffers required is 150 feet.

In addition to the two wetlands, there is a stream on site identified as Stream A. Stream A is a Type F, non-anadromous and per CMC 16.61.040, requires a 75-foot buffer. There was a ditch identified on site, however, per CMC 16.53.010.C.2., a ditch is exempt if it is considered “artificial”. Staff finds the ditch meets the definition of artificial in the CMC.

There are two Oregon White Oaks (OWO) clusters identified on site. Cluster 1 includes a total of 16 OWO with 3 OWO's onsite. The dripline for Cluster 1 is approximately .10 acres. Cluster 2 includes four OWO that are all on site. The dripline for Cluster 2 is approximately .05 acres. Both clusters do not meet the woodland size requirements, therefore the OWO will be treated as individual oaks.

There are two herbaceous bald identified on site that included Camas Lily which is considered a habitat of local importance per CMC 16.61.010.3.b. However, the Camas Lily comprised of less than .25 acres, therefore, they are not considered a habitat of local importance. Herbaceous Bald 1 is approximately .15 acres and Herbaceous Bald 2 is approximately .06 acres.

Lastly, a Geotechnical Report by Columbia West Engineering, Inc. dated November 17, 2023, was submitted and identified geological hazardous areas on site. The report concluded that the site is generally compatible with the proposed development provided the recommendations in the report are followed. Staff recommends a condition of approval to this effect.

[IMPACTS]: The applicant is proposing the removal of 11 OWO from Cluster 1 which will impact .048 acres of the dripline. Each of the OWOW have a diameter at breast height (DBH) of less than 10 inches. In addition, there will be .184 acres of impact to Wetland B's buffer and .088-acre impact to herbaceous bald habitat. There are no impacts proposed to Stream A as the entire stream and buffer are within Wetland A's buffer.

[SEQUENCING]: The applicant is required to address the mitigation sequence of avoidance and minimization per CMC 16.51.170. The proposed subdivision has been designed to completely avoid

direct impacts to Wetland A, Oak Cluster 2, and Herbaceous Bald 2, by utilizing lower impact development strategies, buffer enhancements, and grading adjustments. While some buffer impacts to Wetland B, Oak Cluster 1, and HB-1 were unavoidable due to street requirements and site constraints, the applicant proposes to minimize them through buffer reductions, habitat protection, establishment of vegetated corridors, and implementation of best management practices. Staff finds this criteria is met.

[BUFFER REDUCTION]: The applicant submitted a Wetland Buffer Modification and Mitigation Plan by Ecological Land Services, Inc. dated July 8, 2025.

The applicant is proposing buffer reduction for both Wetland A and B 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*

FINDING: Wetland A extends onto the adjacent parcel to the east which is permitted for Enclave at North Shore Short Plat. There is a vegetated corridor that ranges between 141 and 491 feet into the adjacent parcel to connect to the critical areas within the Enclave at North Shore Development.

Wetland B has a vegetated corridor that ranges between 66 and 260 feet which is less than the 100-foot buffer. However, the wetland is larger in size compared to the size of the oak and herbaceous bald habitat nearby, therefore it is not feasible to maintain a 100-foot-wide corridor as the habitat area itself does not meet this width. Therefore, staff finds this criteria is met.

- 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: The applicant is proposing to collect stormwater for detention and treatment prior to regulated discharge toward the wetlands to maintain hydrologic input to the wetlands. The applicant will also restore disturbed vegetation where possible and minimize cut slopes which will decrease the land use intensity. Staff finds this criteria is met.

[BUFFER AVERAGING]: Averaging buffers is 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: There is a .015 acres decrease in the southwestern portion of Wetland A and correspondingly increased in the northwest portion. Wetland B will include .216 acres of a buffer decrease along the northeast and west portion and correspondingly increased in the southeast portion.

The areas proposed to be decreased provides less ecological function than what was existing, therefore there is not net loss. The widths are proposed to be 62 feet which does not exceed the 75% reduction allowed. The onsite mitigation is not anticipated to result in a change to the wetland ratings.

Staff finds this criteria is met.

[MITIGATION]: In addition to buffer reduction and averaging, the applicant is proposing to enhance .184 acres of the buffer of Wetland A to mitigate for the buffer impacts. Many of the wetland impacts are to Wetland B, however, Wetland B is heavily forested. Therefore, Wetland A will provide a more ideal environment for mitigation plantings. In addition, the vegetation corridor near both wetlands will be enhanced, temporary impacts will be restored to pre-project conditions, and the herbaceous bald impacts will be mitigated at a 1:1 ratio.

As all the impacts to the oaks cannot be mitigated on site due to the limited space and heavily forested nature of the critical areas, the remaining impacts to the oaks will be mitigated by purchasing 1.063 credits from the Terrace Mitigation Bank.

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 1.063 be purchased prior to final plat approval.

[PUBLIC COMMENT]: The Department of Fish and Wildlife submitted a public comment regarding recommendations for mitigation to herbaceous bald, wetlands, and oaks. Their comment recommended complete avoidance to the herbaceous bald habitat. However, due to the North Shore Blvd construction and location, there is not an option to completely avoid the impacts to the herbaceous bald habitat. WDFW also stated a 1:1 mitigation ratio would not ensure there is no net loss of habitat function.

Therefore, staff finds the applicant shall work with state agencies to address WDFW's comments and update the mitigation plan as necessary.

The secondary comment was that the riparian buffer for Stream A should be based on Site Potential Tree Height and not simply stream type alone. However, per CMC 16.61.4040, buffers are based on stream types which is how the buffers were determined on site. Therefore, staff finds the applicant meets the city's buffer requirements.

WDFW's final recommendation was following the mitigation sequencing in the WFW guidance. However, the applicant has followed the mitigation sequencing requirements in CMC 16.51.170. The city's sequencing requirements requires the applicant to first look at avoidance, then minimizing, then reducing the impact. The applicant has shown that they meet the mitigation sequencing requirements in the "SEQUENCING" section of this staff report.

[TEMPORARY/PERMANENT 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 habitat conservation areas) and fencing should remain throughout permitted construction activities. In addition, prior to final engineering plan approval, 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 acceptance, 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, 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 North Shore Commercial, North Shore Single-Family Low, and North Shore Multifamily High in the City's Comprehensive Plan, which includes the North Shore Mixed Use (MX-NS), North Shore Commercial (C-NS), North Shore Low Density Residential (LD-NS), and North Shore High Density Residential (HD-NS) 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-2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation
- 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-1.5: Ensure that housing in mixed-use buildings (or developments) will complement the commercial and retail portion of the development and increase local family-wage jobs.

- 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 development includes a variety of housing types and commercial space. There are proposed detached and attached single family homes, apartment units, and a mixed-use building. The variety of housing 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 that a trail or park improvements adjacent to the subject parcel are required. Therefore, these plans are not applicable to this project.

Neighborhood Traffic Management Plan:

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

A Transportation Impact Study (TIS) dated June 30, 2025, was prepared by Kittelson & Associates (Exhibit 6). Per Table 5 *Estimated Site Trip Generation*, page 23 of the TIS, the proposed development is composed of the following:

- Detached Single-Family Homes, ITE 210: 41 units which will generate 444 average daily trips (ADTs), for a total of 35 AM Peak Hour trips (8 in, 25 out) and a total of 43 PM Peak Hour trips (27 in, 16 out).
- Multi-Family Low-Rise, ITE 220: 140 units which will generate 973 average daily trips (ADTS), for a total of 66 AM Peak Hour trips (16 in, 50 out) and a total of 81 PM Peak Hour trips (51 in, 30 out).
- Attached Single-Family Homes, ITE 215: 61 units which will generate 414 average daily trips (ADTs), for a total of 26 AM Peak Hour trips (7 in, 19 out) and a total of 33 PM Peak Hour trips (19 in, 14 out).

The total number of average daily trips are greater than 700 ADTs. Phases 1 and 2 of the proposed development will be accessible from NE 252nd Avenue until such time as the future North Shore Blvd. is extended from the east side of the proposed development. Off-site traffic calming features are not required.

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

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

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

Water:

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

The proposed development is located west of the Enclave at North Shore development and on the north side of a 43 acre park open space that is owned by the City of Camas. SE Leadbetter Road runs southeast to northwest along the south side of the park open space. Additionally, there is a creek and wetlands on the parcels between the proposed development and Enclave at North Shore.

[Existing 12-inch Water Main]

The Enclave at North Shore extended the existing 12-inch DI transmission main from the Lacamas Hills development to the northernmost end of N Benton Drive. Additionally, the Enclave at North Shore development was conditioned to install a 12" x 12" tee at the intersection of N Benton Drive and North Shore Blvd. and to stub the 12-inch DI transmission main to the west edge of the intersection of N Benton Drive and the future North Shore Blvd. for the benefit of any future north shore developments to the west. Additionally, there is an existing 12-inch DI water main that is located in SE Leadbetter Drive that runs from the intersection with NE Everett Street and northwest for the length of SE Leadbetter Drive and beyond.

[Proposed 12-inch Water Transmission Main]

Until the future North Shore Blvd. is extended from the Enclave at North Shore development to the easternmost property line of Parcel No. 178175000, the 12-inch transmission main to be extended from SE Leadbetter Drive will be the primary source of domestic water to serve the proposed development.

The 12-inch DI transmission main will be located within a minimum 30-foot-wide utility/public access easement that will extend north from SE Leadbetter Road to the proposed development. The applicant will be required to construct the 12-inch water transmission main and dedicate the water main and utility easement to the City of Camas.

The preliminary utility plans dated July 22, 2025 (Exhibit 12, Sheets P9.0-P9.4) show the following:

- A 12-inch tap off the existing 12-inch water main in SE Leadbetter Drive and extending the new 12-inch transmission main north through the city's park open space to the southeast corner of the proposed development at the intersection of N 54th Avenue and N Mills Street.
- The 12-inch transmission main is then shown to be extended east via N 54th Avenue to the intersection of N 54th Avenue and North Shore Blvd.
- The 12-inch transmission main is then shown to extend from the intersection of N 54th Avenue and North Shore Blvd. to the easternmost property line of the proposed development for the future connection to the existing 12-inch transmission from the Enclave at North Shore.
- The 12-inch transmission main is then shown to extend from the intersection of N 54th Avenue and North Shore Blvd. to the northern westernmost corner of the proposed North Shore Blvd. improvement that abuts Parcel No. 177884000, which will allow for the 12-inch transmission main to be extended west for future developments.
- Dead-end blowoffs are required at both ends of the proposed 12-inch water transmission main.

Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit final utility plans for the extension of the 12-inch water transmission main from SE Leadbetter Road north to serve the proposed development, east to the easternmost property line of the proposed development (Parcel No. 178175000), which abuts Enclave at North Shore, and the north westernmost property line of the proposed development abutting Parcel No. 177884000 for the benefit of future developments to the west. Both ends of the 12-inch transmission main are to provide a dead-end blow off.

[Proposed 8-inch Water Main]

The preliminary utility plans dated July 22, 2025 (Exhibit #12, Sheets P9.0-P9.4) show the following:

- An 8-inch water main is tapped off the future 12-inch transmission main at the intersection of N 54th Avenue and N Mills Street to serve the proposed development.
- Lots 23 through 95 are shown to be served by the 8-inch water main within proposed public roads N 54th Avenue, N 55th Avenue, and N 56th Avenue to serve the single-family residences on Lots 23 through 95.
- Lots 1 through 22 are shown to be served by the 8-inch water main that is extended from the intersection of N 56th Avenue and the private road located in Tract P to serve the single-family residences.
- Lots 103 through 108 are shown to be served by the 8-inch water main for the multi-family and commercial developments. A separate fire line is not shown on the preliminary utility plans.

In addition to serving the proposed development, the 8-inch water mains are to include an 8"x8" cross and dead-end blowoffs at the intersections of N Mills Street and N 54th Avenue; N Mills Street and N 55th Avenue; N Mills Street and N 56th Avenue for the future developments to the west; and a dead-end blowoff at the north easternmost end of N 56th Avenue where it abuts the southern end of SE 252nd Avenue in Clark County.

Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit final utility plans providing for an 8"x8" cross and dead-end blowoff on the 8-inch water mains at the intersections of N Mills Street and N 54th Avenue; N Mills Street and N 55th Avenue; N Mills Street and N 56th Avenue for future developments to the west; and a dead-end blowoff at the north easternmost end of N 56th Avenue where it abuts the southern end of SE 252nd Avenue in Clark County.

[Single-Family Lots]

Per the Camas Design Standard Manual (CDSM), individual water services are to be a minimum 1-inch service to each single-family lot with meter boxes located in planter strips or at back of sidewalk in areas where the sidewalk is curb tight. Locations behind the sidewalk are to be within the right-of-way on public roads and within the private road tract.

The preliminary utility plans do not show the locations of the domestic water services to each of the proposed single-family lots. The water services and meter boxes for Lots 23 through 95 access via the public streets are to be shown within the right-of-way per the CDSM and outside of the future right-of-way on the private streets in Tract P and Tract G. A water utility easement is to be recorded over and under the 8-inch water main, the water meters, and the meter boxes for the proposed single-family lots accessed by the private roads on Tract P, Lots 1 through 22; and Tract G, Lots 96 through 102.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised water utility plans that include the locations of all water services and water meter boxes on both the public streets and the private streets located in Tracts P and G.

Additionally, the revised utility plans are to show the water utility easement over and under the 8-inch water main, the water meters, and meter boxes located in Tract P for Lots 1 through 22; and Tract G for Lots 96 through 102.

Staff recommends a condition of approval that prior to final plat approval, the applicant should provide a water utility easement over the water meters and meter boxes located in Tract P for Lots 1 through 22; and Tract G for Lots 96 through 102.

[Multi-family, Mixed Use, Commercial]

Per CMC 17.19.040.C.4 multi-family, mixed use, and commercial buildings shall have one service for each building. The preliminary utility plans do not show the locations for the water services to any of the proposed multi-family, mixed use, or commercial buildings on proposed Lots 103 through 108.

Commercial buildings require an above-ground reduced pressure backflow assembly (RPBA) to be installed behind the commercial water meter service on the applicant's property and is to be accessible for inspections and testing.

Per the utility sizing notes on the preliminary utility plans, each multi-family, mixed use, and commercial building will be provided with a minimum 1-inch water service.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should provide the following:

- Verification that a minimum 1-inch domestic water service will supply sufficient flow to the proposed multi-family, mixed-use, and the commercial buildings.
- The water utility plans are to include the size of the domestic water meters for the multi-family, mixed-use, and commercial buildings.
- Domestic water meters over 2-inches are special orders by city staff and owned and maintained by the property owner.
- The domestic water supply from the water meter to the multi-family, mixed-use, and commercial structures shall be sized by the fire sprinkler contractor's design calculations.
- Provide separate water services to the mixed-use building, one for the multi-family units and one for the commercial building with an above-ground reduced pressure backflow assembly (RPBA).

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

The preliminary utility plans do not show an on-site fire line for the proposed multi-family, mixed-use, or commercial buildings. Fire lines, double-check valve vaults, and FTPs are to be shown on the water utility plans for informational purposes. If any on-site private hydrants are required for the proposed multi-family, mixed-use, or commercial lots, this will be determined by the Fire Marshal during engineering plan review. Private hydrants are factory ordered red and are to be owned and maintained by the property owner.

Staff recommends a condition of approval that prior to engineering plan approval, the water utility plans should be revised with the following revisions to the onsite water plans:

- The fire line is to be tapped off the proposed 8-inch public water main and extended from the public water main to the double check detector assembly (DCDA) vault. Neither the domestic water service nor the irrigation service is to be tapped off the fire line.
- The fire line is to be shown on the water utility plans for informational purposes.
- A fire permit application is to be submitted to the Fire Marshal's Office via the FMOs online portal.
- Private fire hydrants are to be ordered from the factory and painted red.
- Private fire hydrants are to be owned and maintained by the property owner.

[Irrigation]

Per CMC 17.19.040.C.4.d landscaping in Open Space tracts must have a separate irrigation service and meter. Irrigation services are to be a minimum 1-inch service.

The preliminary site plans show open space on Tracts B, F, N, and S. Tracts N and S are adjacent to N 56th Avenue and are proposed as landscape buffer areas. Tracts B and F contain wetlands and wetland buffers. The size of proposed irrigation meters is to be determined in advance and shown on the water utility plans and landscape plans. The owner of open space tracts with irrigation is responsible for all costs associated with the installation of a separate irrigation meter, backflow prevention device, and water usage. The irrigation meter and backflow prevention device are to be placed at the right-of-way. Open space landscaping water services and meters and irrigation meters for single-family residences, multi-family, mixed-use, and commercial lots are to be privately owned and maintained by the property Owner and/or Homeowners Association (HOA).

Staff recommends a condition of approval that prior to engineering plan approval, the water utility plans should be revised with the following revisions to the onsite water plans:

- The locations and size of irrigation meters is to be determined in advance and shown on the water utility plans and landscape plans.

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

Storm Drainage:

In accordance with CMC 17.19.040.C.3 the storm drainage collection system shall meet the requirements of the city's stormwater standards, the *Camas Design Standards Manual* (CDSM), and CMC 14.02 Stormwater Control, and Ecology's latest Stormwater Management Manual for Western Washington (2024 SWMMWW).

The Preliminary Stormwater Technical Report (PTIR), dated July 2025, was prepared by AKS Environmental & Forestry (Exhibit 9). The proposed development is composed of two parcels (177855000 and 178175000) for a total of approximately 36.04 acres (1,569,902.40 sf). The total land-disturbing activities per the preliminary stormwater report is approximately 27.763 acres (1,209,356.28 sf).

Per the PTIR, the site consists of two threshold discharge areas (TDAs) that are separated by an existing ridgeline that runs through the center of the site. Runoff from the two separate TDAs will be treated and detained separately. As the proposed development is located in the Lacamas watershed area and drains to Lacamas Lake, therefore phosphorous treatment is required.

Per Ecology's *2024 Stormwater Management Manual for Western Washington (SWMMWW)* Figure 1-3.2: Flow Chart for Determining Requirements for New Development, if the land-disturbing activities are greater than 7,000-square feet, minimum requirements #1-#9 will apply. The proposed development will result in approximately 27.763 acres (1,209,356.28 SF) of land-disturbing activities, therefore Minimum Requirements (MR) 1 through 9 apply.

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

MR #1 – Preparation of Stormwater Site Plans: The preliminary stormwater plans, included in Appendix C as shown on the preliminary utility plans (Exhibit #12) were incomplete.

The stormwater collection and conveyance systems are to be prepared per the Camas Design Standards Manual (CDSM), CMC 17.19.040.C.3, and CMC 14.02 Stormwater. Stormwater detention and treatment are to be prepared in accordance with Ecology's 2024 SWMMWW. The plans are to include sizes of storm mains, laterals, and manholes. Plans and profiles are required for the storm mains and catch basins. Design plans and details for stormwater treatment and detention are to be included.

Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit a complete set of stormwater plans for review and approval, per MR #1 of the TIR.

There are required improvements in Clark County to NE 3rd Street and NE 252nd Avenue. Based on the Clark County Concurrency review the developer shall obtain Clark County approval of a final stormwater plan and final Stormwater Report (TIR).

Staff recommends a condition of approval that prior to engineering plan approval the applicant should be required to submit the following:

- The developer shall obtain County approval of a final stormwater plan designed in conformance with CCC Ch. 40.386.
- The developer shall submit final construction plan and a final Technical Information Report (TIR) that addresses Minimum Requirements 1 through 9, prepared in accordance with the Clark County Stormwater Manual.
- This development shall not materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots.
- The developer shall submit documentation from the stormwater treatment system manufacturer indicating that any proprietary stormwater treatment devices were sited and sized appropriately.
- The developer shall identify on the final construction plans ownership responsibilities for each of the proposed stormwater facilities.
- A stormwater easement shall be shown on all private/joint stormwater facilities not in the public right-of-way.
- Stormwater facility setbacks shall be met and shown on the final construction plans, unless a reduced setback is recommended by a geotechnical engineer.
- The unfactored and design infiltration rates used to size any infiltration facility shall be identified on the final construction plans, if applicable.
- The required minimum separation from the bottom of any infiltration facility to the seasonal high-groundwater elevation shall be identified on the final construction plans, if infiltration is proposed.
- The developer shall submit seasonal groundwater monitoring data or other approved methods under Book 1, Section 2.3.5 of the CCSM for identifying groundwater elevations with the TIR to ensure appropriate groundwater separation for all stormwater facilities.
- The County stormwater plans and the TIR are to be submitted via the City's online portal as a component of the city's required construction plan application submittal. City staff will send the documents to Clark County for review and approval.

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

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

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

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit a complete set of erosion and sediment control (ESC) plans that include all the applicable erosion and sediment control Details and BMPs as noted in the CDSM and Ecology's SWMMWW.

There are required improvements in Clark County to NE 3rd Street and NE 252nd Avenue. Based on the Clark County Concurrency review the developer shall obtain Clark County approval of a final stormwater plan and final Stormwater Report (TIR).

Staff recommends a condition of approval that prior to land-disturbing activities the applicant should be required to:

- Submit and obtain approval from Clark County of the final erosion control plan designed in accordance with CCC Ch. 40.386.
- The erosion control plans required by the County are to be submitted via the City's online portal as a component of the city's required construction plan application submittal. City staff will send the documents to Clark County for review and approval.

Staff recommends a condition of approval that prior to land-disturbing activities the applicant should be required to:

- Perform all excavation and grading in the county right-of-way shall be performed in compliance with CCC Ch. 14.07.

MR #4 – Preservation of Natural Drainage Systems and Outfalls: The preliminary TIR discusses the preservation of natural drainage systems and outfalls in Section A.7, General Project Stormwater Description. The proposed development will maintain existing drainage patterns and discharge locations to the maximum extent possible.

MR #5 – On-Site Stormwater Management: The preliminary TIR addresses this requirement in Section E of the preliminary TIR. Per the preliminary TIR, '... the project proposes to meet List #2 of the SWMMWW to satisfy MR#5. Table 1-3.2, Lawn and landscaped areas will meet post contraction soil quality and quantity requirements per BMP T5.13. Roofs and other hard surfaces cannot utilize full dispersion, downspout infiltration, or permeable pavement due to the lack of infiltration of the existing soils. The site's topography, space limitations and lack to infiltration prevent the use of surface bioretention facilities.

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

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

The preliminary composite utility plans (Exhibit 12, Sheets P9.0-P9-4), do not show any proposed private onsite surface water collection systems.

Staff recommends a condition of approval that prior to engineering plan approval, if private onsite surface water collections systems are proposed on the revised stormwater plans submittal, that said private systems are to include notes stating that the property owners of said systems are responsible for ownership and maintenance of said stormwater easement.

MR #6 – Runoff Treatment Analysis and Design: The preliminary TIR addresses this requirement in Section F. The proposed development is located within the Lacamas Lake watershed and therefore all pollution-generating surfaces require phosphorus treatment. The preliminary TIR states that both pollution-generating and non-pollution-generating runoff will be treated with a mechanical filter cartridge system prior to conveyance to either an underground detention system or to a stormwater facility.

Staff recommends a condition of approval that prior to engineering plan approval the stormwater plans are to include a note that states that the stormwater treatment and detention facilities located in the multi-family, mixed-use, and commercial lots are to be owned and maintained by the property owners; and the stormwater treatment and detention facilities located in Tracts _____, are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

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

- The stormwater treatment and detention facilities located in the multi-family, mixed-use, and commercial lots are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
- 'Tract _____' stormwater treatment and detention facilities are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).

MR #7 – Flow Control Analysis and Design: Section G of the preliminary stormwater report (PTIR), sufficiently addresses the requirement for flow control. Per the PTIR the project proposes to construct detention ponds, BMP D.1 with overflow outlets that will release runoff from the system during high flow events and maintain pre-development release rates to at or below the required flows.

MR #8 – Wetlands Protection: Section H of the preliminary TIR addresses the proposed wetland protections for the existing on-site wetlands. The wetlands will be protected by wetland buffers and from pollutants from stormwater runoff that will be treated prior to stormwater being released into the wetlands. Discharge into the wetlands will also meet the requirements for MR #8 by '*not altering flow to the wetlands by more than 20% on a monthly basis for the months of October, November, and December, and 15% for the remaining months. Additionally, discharges to the wetland will meet the requirements by not altering flow to the wetlands by more than 20% on a daily basis.*'

MR #9 – Operation and Maintenance (O&M): The preliminary TIR did not provide an O&M manual for the either the underground stormwater detention system, the above-ground stormwater detention facility, or the stormwater treatment vaults aka water quality/filter media facilities.

Staff recommends a condition of approval that prior to engineering plan approval the final stormwater TIR is to be submitted with both the City of Camas June 2022 *Stormwater Sewer System Operations & Maintenance Manual* and the maintenance requirements for the treatment vaults aka water quality/filter media facilities.

[Stormwater Facilities]

Per CMC 14.02.090.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two years after date of final acceptance. This maintenance period shall run concurrently with the city's required two-year warranty period that begins at final acceptance.

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

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

Erosion Control:

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

The proposed development is composed of two parcels (177855000 and 178175000) for a total of approximately 36.04 acres (1,569,902.40 sf). The total land-disturbing activities per the preliminary stormwater report is approximately 27.763 acres (1,209,356.28 sf).

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 grading and erosion prevention plans (Exhibit #7, Sheets P6.0 – P6.2) are not a complete set of erosion prevention and sediment control plans. A complete set of plans are required to be submitted for review and approval prior to any land-disturbing activities.

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

There are required improvements in Clark County to NE 3rd Street and NE 252nd Avenue. Based on the Clark County Concurrency review the developer shall obtain Clark County approval of a final stormwater plan and final Stormwater Report (TIR).

Staff recommends a condition of approval that prior to engineering plan approval the following items are to be addressed by the applicant:

- Submit and obtain approval from Clark County of the final erosion control plan designed in accordance with CCC Ch. 40.386.
- The erosion control plans required by the County are to be submitted via the City's online portal as a component of the city's required construction plan application submittal. City staff will send the documents to Clark County for review and approval.
- All excavation and grading in the county right-of-way shall be performed in compliance with CCC Ch. 14.07.

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

and sediment control (ESC) is to be submitted to the city prior to start of any land-disturbing activities, which includes tree felling, tree removal, clearing and grading. Staff will provide documentation to the applicant with the approved amount and the acceptable format for ESC financial security.

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

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

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

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

Per CMC 17.21.030.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.

Construction of temporary storm drainage facilities will be required that are to bypass and protect the permanent facilities until such time as the rest of the project is complete and ready for the permanent facilities to be brought online. The ESC plans are to include as a component of the erosion control plans a series of temporary detention ponds throughout the site to be used during infrastructure construction.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should be required to submit a complete set of Erosion Sediment Control (ESC) plans. The ESC plans are to include a series of temporary detention ponds throughout the site to be used during infrastructure construction.

Per CMC 17.21.030.D Implementation of erosion prevention/sediment control measures in addition to those measure approved on the erosion prevention/sediment control (ESC) plan may be required to address weather-related problems and to assure compliance with local, state, and federal requirements for water quality. Any proposed additional erosion prevention/sediment control measures must be approved by the city prior to use. The city shall have the right to issue a stop work order on all construction not related to erosion prevention/sediment control until such time as acceptable prevention and control measures are implemented.

A Stormwater Pollution Prevention Plan (SWPPP) is required per Ecology's NPDES Permit. The SWPPP is a living document that is to be updated by the contractor as site conditions change, and ESC measures are revised. Said document is required to be on-site at all times and available for staff and/or Ecology to review.

Staff recommends a condition of approval that prior to any land-disturbing activities, the contractor is to have a hard copy of the SWPPP on site at all times during construction of the site improvements. Said copy is to be updated as ESC measures are revised and is to be available for review by staff and Ecology.

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

Sanitary Sewage Disposal:

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

There are two existing sanitary sewer mains located in SE Leadbetter Road. The existing 6-inch and 8-inch pressure sewer mains are located on the south side of SE Leadbetter. The existing Leadbetter Lift Station (LS) is located east of the proposed sanitary sewer main connection to SE Leadbetter Road and the existing lift station.

The existing lift station currently has several existing single-family developments to the east that discharge to the lift station and future single-family, multi-family, and mixed use commercial developments that are approved to discharge to the existing lift station.

The applicant for this proposed single-family, multi-family, and mixed use commercial development will need to conduct an analysis of the Leadbetter LS to verify that there is capacity for the proposed development. There are two existing pumps that handle the current flows. Additional flows may require installation of an additional pump and any upgrades required for an additional pump.

Staff recommends a condition of approval that prior to engineering plan submittal, the applicant is to do an analysis of the current and future capacity of the Leadbetter Lift Station, submit said analysis to the city for review and approval, and if the existing pumps are not sufficient to handle the flow from the proposed development. Based on the analysis the applicant will be required to provide any upgrades to the existing LS required for the proposed development, which could include the addition of another pump and assorted components.

The preliminary composite utility plans (Exhibit #12, Sheets P9.0 – P9.4) dated July 22, 2025 propose to construct a minimum 2-inch sanitary sewer pressure system to serve the on-site development which would discharge to a minimum 6-inch sanitary sewer pressure main that will be extended south in the utility easement and emergency access road to SE Leadbetter Road and then east to tie into the Leadbetter Lift Station.

Per CMC 17.19.040.C.2 Sanitary Sewers:

- a. Detached units shall have their own sewer service and STEP or STEF or conventional gravity system as required.
- b. Duplex, tri-plex, and townhome units shall each have a dedicated sewer lateral, unless otherwise approved by the public works director or designee.
- c. Multifamily units shall have one sewer lateral per building.
- d. Commercial or industrial units shall have privately owned and maintained sewer systems acceptable to the city.

Staff recommends a condition of approval is warranted that prior to engineering plan approval, the sanitary sewer utility plans are to be revised and submitted with a separate sewer lateral shown to each of the single-family residences and a separate sewer lateral to each of the multi-family, mixed use, and commercial buildings.

All Lots 1 through 108, which are comprised of single-family, multi-family, mixed use, and commercial are shown to have grinder pumps that will discharge to a sewer lateral and then to the on-site sewer pressure main, the off-site sewer pressure main, and ultimately the Leadbetter Lift Station.

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

- The grinder pumps for the single-family residential lots are to be EOne grinder pumps per the City's requirements.
- Grinder pumps for the single-family residences are to be owned and maintained by the individual homeowners.
- The grinder pumps for the multi-family and mixed-use commercial developments are to be EOne grinder pumps which are to be submitted to the city for review and approval.
- The grinder pumps for the multi-family residential units are to be owned and maintained by the property owners of the multi-family residential units.
- The grinder pumps for the mixed-use commercial development are to be owned and maintained by the property owners of the mixed-use commercial developments.

Staff recommends a condition of approval is warranted that prior to engineering plan approval, the applicant should include the following with the revised sanitary sewer utility plans:

- The grinder pumps for the single-family residential lots are to be EOne grinder pumps per the Camas Design Standards Manual (CDSM).
- The grinder pumps for the multi-family and the mixed-use commercial developments are to be EOne grinder pumps which are to be submitted to the city for review and approval.

The following notes are to be added to the utility plans:

- The grinder pumps for the single-family residences are to be owned and maintained by the individual homeowners.
- The grinder pumps for the multi-family residential units are to be owned and maintained by the property owners of the multi-family residential units.
- The grinder pumps for the mixed-use commercial development are to be owned and maintained by the property owners of the mixed-use commercial developments.

Staff recommends a condition of approval is warranted that prior to final plat approval, the applicant should include the following notes on the final plat:

- The grinder pumps for the single-family residences are owned and maintained by the individual homeowners.
- The grinder pumps for the multi-family residential units are owned and maintained by the property owners of the multi-family residential units on Lots 103 and 108.
- The grinder pumps for the mixed-use commercial development are to be owned and maintained by the property owners of the mixed-use commercial developments on Lots 104-107.

Proposed Plat Notes:

- The grinder pumps for the single-family residences are owned and maintained by the individual homeowners.
- The grinder pumps for the multi-family residential units are owned and maintained by the property owners of the multi-family residential units on Lots 103 and 108.
- The grinder pumps for the mixed-use commercial development are to be owned and maintained by the property owners of the mixed-use commercial developments on Lots 104-107.

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

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

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

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

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

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

Roads:

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

Street naming is the responsibility of the Building Official. The future (street names), as shown on the preliminary engineering site plans (Exhibit #7) dated July 22, 2025, and discussed throughout the staff report, are street names that were provided by the developer. The preliminary street names are subject to change during the engineering plan approval process.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit the final engineering plans with street names for all the proposed local roads that have been assigned and approved by the Building Official.

[Public Roads]

Per 17.19.040.B.1 half-width street improvements along an existing roadway is required when determined appropriate by the city engineer, shall include utility easements, pedestrian pathway, storm water drainage, street lighting and signage, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per CDSM and the NSDS. Street improvements are to consist of the full-depth road section.

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

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

Per CDSM, Section IV Engineering Design Standards, Table 2 General Guidelines for Geometry of a Roadway (Public), the minimum centerline radius of a 3-lane collector/arterial is 300-feet, and the minimum centerline radius of a 2-lane local road is 70-feet.

Proposed Public Roads:

All the public roads for the proposed development are located in the North Shore area and are to be designed in accordance with the Camas Design Standards Manual (CDSM), Section III, North Shore Subarea Plan, North Shore Design Manual for North Shore Local Streets and North Shore Boulevard standards.

The preliminary engineering site plans (Exhibit 12) show the following North Shore Local public roads:

- N 54th Avenue; N 55th Avenue; N 56th Avenue; and N Mills Street

The North Shore Local street standard consists of the following:

- A 54-foot right-of-way width, 28-foot-wide paved surface with two 10-foot drive lanes, and an 8-foot-wide on-street parking lane on one side only.
- Each side of the road consists of a 7-foot planter strip/curb zone and a 6-foot sidewalk.

Per the preliminary engineering site plans, N 54th Avenue, N 55th Avenue, and N 56th Avenue are shown to meet the minimum North Shore Local street sections.

[N Mills Street]

N Mills Street is shown with a 45-foot right-of-way width, 24-foot-wide paved surface, and a 7-foot planter strip and 6-foot sidewalk on one side only. The proposed N Mills Street abuts the westernmost property line between the proposed development and Parcel No. 177884000, also known as the Mills property. The minimum 24-foot paved width allows for two-way vehicular movements from N 54th Avenue north to N 56th Avenue. The developer of the adjacent parcel to the west, upon development of said parcel, will be required to complete the remaining west side of the road section alignment of N Mills Street and extend N 54th Avenue, N 55th Avenue, and N 56th Avenue.

[N 54th Avenue]

The westernmost portion of N 54th Avenue is shown to be constructed with the Phase 1 improvements that includes access to Lots 62 through 95. The Phase 1 improvements will result in a dead-end road that exceeds 150-feet from the centerline of N Mills Street and N 54th Avenue. A dead-end turnaround will be required until such time as the adjacent phase to the east is constructed.

Staff recommends a condition of approval that prior to engineering plan submittal for the Phase 1 improvements that the plans should be revised to include a dead-end turnaround at the eastern end of N 54th Avenue at future Lots 94 and 95 until such time as Phase 2 is constructed.

The curb return radii are not referenced at the intersection of N 54th Avenue and N Mills Street. Said radii is to be a minimum of 25-feet on both sides of the road, which includes the curb radii at the access to Track K, which is a private off-street parking lot and the emergency access from the south.

Staff recommends a condition of approval that prior to engineering plan approval the curb radii on N 54th Avenue at the intersection with N Mills Street is to be a minimum 25-feet, which includes the curb radii at the access to Track K, which is a private off-street parking lot and the emergency access from the south.

Per CDSM, Section IV Design Standards, Table 3 Access Spacing Standards, the minimum access spacing on a local roadway is 110-feet and the maximum spacing is 600-feet.

There are three access drives on N 54th Avenue to future Lots 106, 107, and 108. The access drive to Lot 108 is located approximately 415-feet east of the intersection with N Mills Street. The access drives to

Lots 106 and 107 are on opposite sides of the road and are approximately 220-feet east of the Lot 108 access. Additionally, the drive access to Lots 106 and 107 are located approximately 320-feet from the intersection of N 54th Avenue and North Shore Blvd.

The proposed drive access locations on N 54th Avenue to Lots 106, 107, and 108 meet the access spacing standards for a local road.

[N 55th Avenue]

N 55th Avenue is shown to be constructed with the Phase 1 improvements that includes access to Lots 35 through 61. The Phase 1 improvements of N 55th Avenue will result in a dead-end road that exceeds 150-feet from the centerline of N Mills Street and N 55th Avenue. Additionally, the westernmost end of N 55th Avenue is shown as connecting to N 54th Avenue via Phase 2, Tract L of the future multi-family buildings on Lot 8 and the mixed-use multi-family and commercial buildings.

Per CMC 17.19.040.A.4 a private street cannot connect to two public streets. Therefore, due to CMC 17.19.040.A.4 and that N 55th Avenue exceeds the maximum allowable 150-feet that a dead-end turnaround be constructed as either a hammerhead or a cul-de-sac at future Lots 35 and 36 and Lots 60 and 61.

Staff recommends a condition of approval that prior to engineering plan submittal for the Phase 1 improvements, which includes N 55th Avenue that the plans should be revised to include a dead-end turnaround in the form of either a hammerhead or a cul-de-sac at future Lots 35 and 36 and Lots 60 and 61 and the pass-through access easement to Tract L is to be as an access between N 55th Avenue and N 54th Avenue removed.

The curb return radii are not referenced at the intersection of N 55th Avenue and N Mills Street. Said radii is to be a minimum of 25-feet on both sides of the road.

Staff recommends a condition of approval that prior to engineering plan approval the curb radii on both sides of N 55th Avenue at the intersection with N Mills Street is to be a minimum 25-feet.

[N 56th Avenue]

The proposed development will be accessed from the north via NE Everett Road (SR 500) to NE 3 Street and then to NE 252nd Avenue, which are located in Clark County. The N 56th Avenue improvements, which will be constructed with Phase 1, beginning at the northeastern corner of Parcel No. 177885000 where it abuts the southernmost end of NE 252 Street and continues southwesterly and west to the westernmost property line of Parcel No. 177884000.

N 56th Avenue is designated as a North Shore Local road, which will intersect the future North Shore Blvd. Both northeast and southwest of the intersection, N 56th Avenue is shown to meet the North Shore Local road section. However, design information relating to the curb radii at all four corners of the intersection and the centerline radius were not provided for the proposed intersection.

Per CDSM, Section IV Design Standards, Table 2 General Guidelines for Geometry of a Roadway, the minimum centerline radius on a local roadway is 200-feet and on a 3-lane collector/arterial is 300-feet. Additionally, the minimum curb radii on a local roadway is 25-feet and the minimum curb radii on an arterial is 35-feet.

Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit revised preliminary plat and street plans providing the design information for the intersection of N 56th Avenue and North Shore Blvd. that meet the minimum design criteria per the Camas Design Standards Manual (CDSM.)

Per CDSM, Access Spacing Standards Table 3: The Access Spacing Standards, the minimum intersection & driveway setback from a roadway classified as an arterial is 300-feet.

The preliminary site plans (Exhibit #12) show a private parking area, Tract R, located on the north side of N 56th Avenue, approximately 140-feet from the intersection with North Shore Blvd. Additionally, this location poses a site distance issue for vehicles turning right onto N 56th Avenue from North Shore Blvd. and vehicles backing up onto N 56th Ave. **Staff is not in support of the proposed private parking on Tract R.**

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary plat and the street plans should be revised to eliminate Tract R off-street parking spaces.

[NE 3rd Street – Clark County]

NE 3rd Street is an unimproved local road. NE 3rd Street consists of approximately 45-feet of right-of-way width from the intersection with NE Everett Road (SR 500) west to the intersection with NE 252nd Avenue; and a paved surface that is approximately 17-feet-wide from NE Everett Road (SR 500) to NE 257th Avenue and narrows to approximately 15-feet of paved surface from the intersection at NE 257th Avenue to NE 252nd Avenue.

[NE 252nd Avenue – Clark County]

NE 252nd Avenue is an unimproved local road. NE 252nd Avenue consists of approximately 40-feet of right-of-way width and a paved surface width that varies from approximately 14-feet to 13-feet-wide at the southern end where it abuts the proposed development and the future N 56th Avenue.

Clark County Rural Local Access Standard, Drawing 21, which consists of the following:

- 50-foot right-of-way, minimum 20-foot paved surface to allow for two 10-foot travel lanes, 2-foot shoulders on each side.

The Traffic Impact Study (Exhibit #7) was sent to Clark County for review and comments. Based on the Clark County Concurrency review:

- The applicant shall submit construction plans for the construction of all public roads under county jurisdiction to the county for review and approval. These roadways include NE 252nd Avenue and NE 3rd Street. These roadways should be constructed to comply with the Rural Local Access road cross section in Clark County Standard Drawing 21, but in no case shall the paved surface be less than 20 feet with 1-foot gravel shoulders.
- The applicant shall submit a signing and striping plan for review and approval. This plan shall show signing and striping and all installation or modifications to traffic control devices in the public right-of-way required for frontage improvements and any off-site improvements. The applicant shall obtain a work order with Clark County to reimburse the County for required signing, striping and all installation or modifications to traffic control devices in the public right-of-way. The final traffic control plans (signing, striping, signals, ITS, etc.) can be approved only after the developer provides signed reimbursable work order(s) to the county's traffic engineer reviewing the plans.
- The applicant shall consider the WSDOT Design Manual – Roadside Safety Mitigation Guidance (Section 1600) in the final engineering design of all proposed roadways and frontage improvements.

Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit the following for NE 3rd Street and NE 252nd Avenue:

- The applicant shall submit construction plans for the construction of all public roads under county jurisdiction to the county for review and approval. These roadways include NE 252nd Avenue and NE 3rd Street. These roadways should be constructed to comply with the Rural Local Access road cross section in Clark County Standard Drawing 21, but in no case shall the paved surface be less than 20 feet with 1-foot gravel shoulders.
- The applicant shall submit a signing and striping plan for review and approval. This plan shall show signing and striping and all installation or modifications to traffic control devices in the public right-of-way required for frontage improvements and any off-site improvements. The applicant shall obtain a work order with Clark County to reimburse the County for required signing, striping and all installation or modifications to traffic control devices in the public right-of-way. The final traffic control plans (signing, striping, signals, ITS, etc.) can be approved only after the developer provides signed reimbursable work order(s) to the county's traffic engineer reviewing the plans.
- The applicant shall consider the WSDOT Design Manual – Roadside Safety Mitigation Guidance (Section 1600) in the final engineering design of all proposed roadways and frontage improvements.
- The plans required for Clark County review and approval are to be submitted via the city's online 'Construction Permit Application' portal as a component of the proposed development improvements.

[North Shore Blvd. (NSB)]

The North Shore Blvd street section consists of the following:

- An 88-foot right-of-way width, a 62-foot-wide paved surface, with a 10-foot-wide raised center curb/pedestrian refuge island.
- Each side of the 10-foot raised center curb consists of a 5-foot-wide bike lane, a 2-foot-wide buffer striping, and an 11-foot-wide travel lane.
 - An 8-foot-wide on-street parking lane is required along commercial uses.
- The boulevard also consists of a minimum 5-foot-wide planter strip/curb zone, and an 8-foot-wide sidewalk on each side of the road.

The preliminary engineering site plans (Exhibit #12) show the future North Shore Blvd. alignment from the easternmost property line of Parcel No. 178175000 and heading in a northwesterly direction across Parcel Nos. 178175000 and 177885000 to the northwesternmost corner of Parcel No. 177885000 to allow the future extension of North Shore Blvd. to the west for future developments.

NSB Sta 23+92 to Sta 32+05

The future North Shore Blvd. road section begins at the easternmost property line of Parcel No. 178175000 where it abuts Enclave at North Shore and extends northwesterly to the intersection of North Shore Blvd. and N 54th Avenue. As shown on the preliminary plans from approximate Station 23+92 to Station 32+05 meets the North Shore Blvd. (NSB) road standard. The preliminary street plans, Sheet P7.3 has a note stating the section of '*NSB offsite half width not proposed with this project. Assuming city will construct this portion with a developer's agreement.*' This assumption is incorrect. This section of North Shore Boulevard is eligible for TIF credits and is necessary for serving access, including emergency access, to lots 96 through 102.

Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit revised street plans showing construction of the full width North Shore Blvd. road section from Sta 23+92 at the intersection of North Shore Blvd. and N 54th Avenue west to Sta 32+05 that abuts Enclave at North Shore (Parcel No. 178171000).

There does not appear to be any on-street parking proposed along North Shore Blvd. along the commercial frontages from the intersection with N 54th Avenue to the easternmost end of the proposed development that abuts Enclave at North Shore property. If the applicant is not proposing on-street parking in front of the commercial Lots, the North Shore Blvd. street section should be reduced to 72-foot right-of-way width with 18-feet-wide paved lane width on either side of the 10-foot-wide median. The 18-foot paved lane width is to include a 5-foot-wide bike with 2-foot buffer, and an 11-foot travel lane on each side of the 10-foot-wide median.

NSB Sta 15+95 to Sta 23+92

The section of North Shore Blvd. at the intersection with N 56th Avenue, varies in right-of-way width from 72-feet to 74-feet at the intersection of North Shore Blvd. and N 54th Avenue. The paved lane widths tapers from 26-feet to 18-feet width between N 54th Avenue and N 56th Avenue. Sidewalks, planter strips, and the 10-foot raised median widths remain the same. ***Staff is in support of this revised road section on North Shore Blvd. as shown in this location.***

Staff received SEPA comments from the Department of Fish and Wildlife (WDFW) (Exhibit #26) dated November 20, 2025. WDFW concerns were regarding the *impacts to the critical areas onsite, specifically the riparian area, the herbaceous bald habitat, and the Oregon White Oak (OWO) trees proposed for removal.*

WDFW would prefer to see complete avoidance of impacts to the herbaceous bald habitat and the OWO. If complete avoidance is not attainable, WDFW will have further discussions with the applicant regarding compensatory mitigation for impacts.

Staff received comments from the applicant (Exhibit #27) proposing some measures to limit the impacts to the herbaceous bald habitat and the OWO trees. The applicant proposed eliminating the 8-foot-wide sidewalk on the south side of North Shore Blvd. stating that it's '*not necessarily needed for pedestrian circulation*'. ***Staff is not in support of the applicant's proposal.***

The city engineer would be in support of the following deviation options:

- Between approximate Sta 19+00 to approximate Sta 22+00, eliminate the 5-foot wide planter strip; transition from an 8-foot wide detached sidewalk to a 5-foot-wide curb tight sidewalk. This would allow for the 74-foot right-of-way width to be reduced to a 66-foot right-of-way width through this section of North Shore Blvd. This option would maintain the current centerline alignment of North Shore Blvd.
- Between approximate Sta 19+00 to approximate Sta 22+00, shift the centerline of North Shore Blvd. to the west a sufficient distance to allow for complete avoidance of the herbaceous bald habit and the Oregon White Oaks. This option would result in the reduction in size of the proposed commercial building on Lot 107 and eliminate the parking spaces adjacent to the building on Lot 107.
- The applicant is to work with city engineering staff to address the concerns of WDFW.

Staff recommends a condition of approval that prior to engineering plan submittal that the applicant work with city staff to provide one of the two following options to reduce impacts to the herbaceous bald habitat and the Oregon White Oaks:

- Between approximate Sta 19+00 to approximate Sta 22+00, eliminate the 5-foot wide planter strip; transition from an 8-foot wide detached sidewalk to a 5-foot-wide curb tight sidewalk. This would allow for the 74-foot right-of-way width to be reduced to a 66-foot right-of-way width through this section of North Shore Blvd. This option would maintain the current centerline alignment of North Shore Blvd.

- Between approximate Sta 19+00 to approximate Sta 22+00, shift the centerline of North Shore Blvd. to the west a sufficient distance to allow for complete avoidance of the herbaceous bald habit and the Oregon White Oaks. This option would result in the reduction in size of the proposed commercial building on Lot 107 and eliminate the parking spaces adjacent to the building on Lot 107.

NSB Sta 15+95 to Sta 10+05

The section of North Shore Blvd. at the intersection with N 56th Avenue westbound, varies in right-of-way width from 75-feet to 67-feet at the easternmost property line of Parcel No. 177884000. The paved lane width of 18-feet is extended through the intersection with N 56th Avenue. The center median is reduced to 5-feet-wide. On the east side of NSB the 8-foot-wide detached sidewalk tapers to a 6-foot-wide curb tight sidewalk and the planter strip is relocated behind the sidewalk from approximate Sta 13+70 to Sta 10+05. **Staff is in support of this revised road section on North Shore Blvd. as shown in this location.**

Per the Proposed Phasing Plan shown on the preliminary plat (Exhibit #12, Sheet P3.0), the applicant is proposing those sections of North Shore Blvd., shown as Phase 6, are to be '*... completed by the city of camas or by applicant prior to any commercial occupancy*'. **Staff is not in support of the Phase 6 proposal as noted on the preliminary plat.**

Staff recommends a condition of approval that prior to engineering plan submittal the preliminary plat and the preliminary street plans are to be revised as follows:

- The segment of North Shore Blvd. noted as Phase 6 from the westernmost property line of the proposed development (Sta 10+05) to the southeast phase line between Phase 1 and Phase 4, aka Lot 105 (approximate Sta 22+40), should be required to be constructed by the applicant as part of the Phase 1 improvements.
- The segment of North Shore Blvd. noted as Phase 6 from the phase line between Phase 1 and Phase 4 aka Lot 105 (approximate Sta 22+40) to the easternmost property line that abuts Parcel No. 178171000 aka Enclave at North Shore, should be required to be constructed by the applicant as part of the proposed improvements for Phases 2, 3, 4, and Phase 5.

[Block Lengths]

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

The block lengths as shown on the preliminary plat do not exceed the maximum 600-feet for a local roadway classification.

[Private Roads]

Per the CDSM Table 1 – Guidelines for Geometry of a Private Roadway, Private Street D, a private road greater than 300-feet, as measured from the centerline of the adjacent road, with access to five or more dwelling units is to consist of a 48-foot-wide tract, with a 28-foot paved surface, 5-foot sidewalk and 4.5-foot planter strip on both sides of the road, and on-street parking permitted on one side only.

Tract P – Proposed N Mills Court and N 57th Place:

As shown on the preliminary plat (Exhibit #12, Sheet P3.1) proposed Tract P – N Mills Court and N 57th Place meets the minimum requirement for the Private Street D road section.

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

The minimum curb radii of 25-feet is required on both sides of the road at the intersection of N Mills Court and N 56th Avenue; and the intersection of N Mills Court and N 57th Place.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary plat and the street plans should be revised with the minimum curb radii of 25-feet on both sides of the road at the intersection of N Mills Court and N 56th Avenue; and the intersection of N Mills Court and N 57th Place.

Per the preliminary plat, Lot 15 is shown as requiring an access and utility easement across Lot 16 for access to N 57th Place. **Staff is not in support of the configuration of Lot 16 as shown.**

Per the preliminary plat, Lot 18 and 19 are shown as requiring an access and utility easement across Lot 17 for access to N 57th Place. **Staff is not in support of the configuration of Lot 17 as shown.**

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary plat and the street plans should be revised with private road N 57th Place extended to the east property line of Lot 15 and the east property line of Lot 18, which will eliminate the need for an access and utility easement across Lots 16 and 17 respectively.

Tract G – Proposed N Bear Lane and N 54th Place:

As shown on the preliminary plat (Exhibit #12, Sheet P3.3) proposed Tract G – N Bear Lane and N 54th Place does not meet the Private Street D road section for a private greater than 300-feet, as measured from the centerline of the adjacent road, with access to five or more dwelling units.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary plat and the street plans are to be revised providing the required tract width and paved surface in accordance with Private Street Section D. The city engineer would be in support of a deviation from the standard requiring a sidewalk on both sides of the streets.

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

The minimum curb radii of 35-feet is required on both sides of the road at the intersection of North Shore Blvd. and N Bear Lane. The minimum curb radii of 25-feet is required on both sides of the road at the intersection of N Bear Lane and N 54th Place.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary plat and the street plans should be revised with the minimum curb radii of 35-feet is required on both sides of the road at the intersection of North Shore Blvd. and N Bear Lane. The minimum curb radii of 25-feet is required on both sides of the road at the intersection of N Bear Lane and N 54th Place.

Tract K – Parking and Access to N 54th Avenue:

As shown on the preliminary plat (Exhibit #12, Sheet P3.1), Tract K is providing off-street parking on the south side of N 54th Avenue for pedestrian access to the public access trail through the city's park open space to Lacamas Lake. Additionally, this is to be used as access to N 56th Avenue for emergency vehicles only. The preliminary street plans provide for a minimum 20-foot-wide paved surface from the back of the parking spaces to the curb along the western property line abutting Parcel No. 177884000.

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

The minimum curb radii of 25-feet is required on the east side of Tract K onto N 54th Avenue.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary plat and the street plans should be revised with the minimum curb radii of 25-feet on the east side of Tract K onto N 56th Avenue.

Tract P and Tract G – Private Roads:

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

Per the preliminary site plans, Tract P and Tract G are dead-end roads that are in excess of 150-feet as measured from the adjacent roadways. Tract P is measured from the centerline of N 56th Avenue and Tract G is measured from the centerline of North Shore Blvd.

The Fire Marshall would support eliminating the dead-end turnarounds on both Tract P and Tract G as the streets as shown, N Mills Court and N 57th Place; and N Bear Lane and N 54th Place will provide a turnaround that mimics the vehicular movements provided by a hammerhead turnaround. No Parking signs with towing information will be required on both Tract P and Tract G as the city does not tow vehicles on private streets.

Staff recommends a condition of approval that prior to engineering plan approval, the signing and striping plans are to include 'No Parking' signs with information for a private towing company is to be included on the 'No Parking' signs on the private streets located in Tract P and Tract G.

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

Staff recommends a condition of approval that prior to final plat approval, an access and utility easement is to be recorded of the private streets located in Tract P and Tract G, stating that the HOA/Homeowners taking access off the private streets will be responsible for ownership and maintenance of said private streets.

The following plat notes to this effect is warranted:

- Tract P, a private street, shall be owned and maintained by the Homeowners Association (HOA) and/or individual homeowners.
- Tract G, a private street, shall be owned and maintained by the Homeowners Association (HOA) and/or individual homeowners.

Lots 103, 104, 105, 106, 107, and 108

Per the preliminary site plans (Exhibit #12), these lots are proposed as multi-family, mixed use, and commercial.

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

Curb radii information at the drive access locations to Lots 106, 107, and 108 on N 54th Avenue are shown on the preliminary plat (Sheets P3.1 and P3.2) to be the minimum 25-feet radius which is required on both sides and meets the minimum standard for a local road. The curb radii for the drive

access to Lots 104 and 105 on North Shore Blvd. show the curb radii as 25-feet. The curb radii on a collector and an arterial is to be a minimum 35-feet curb return.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary plat and street plans are to be revised with the curb return radius on both sides of the drive access to Lots 104 and 105 to be a minimum 35-feet.

Per the CDSM Table 1 – Guidelines for Geometry of a Private Roadway, Off-street Parking, note 2.c Aisle dimensions: one-way aisle minimums is 15-feet-wide; two-way aisle minimums is 24-feet-wide.

Per the preliminary plat and street plans (Exhibit #12) the two-way drive aisle widths vary from 24-feet to 26-feet which meets the minimum aisle width standard for two-way vehicular movements.

Per the CDSM Table 1 – Guidelines for Geometry of a Private Roadway, Off-street Parking, note 2.d Ingress aisles setback from back of sidewalk: collectors are a minimum 40-feet; arterials are a minimum 50-feet.

The off-street parking stalls on both sides of the access drive to Lots 104 and 105 are located approximately 15-feet from the back of sidewalk on North Shore Blvd. The parking stalls do not meet the minimum setback standard for an arterial which is 50-feet from the back of sidewalk.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary site plans are to be revised with the nine parking stalls located on both sides of the access drive to Lots 104 and 105 removed.

[Pedestrian & Utility Access Easement, Emergency Access]

The preliminary street plans (Exhibit #12, Sheets P7.1 and P7.5) shows a variable width utility and public access easement over and under the paved emergency access road from SE Leadbetter Road to the Tract K parking area and access to N 56th Avenue.

The easement over said road is to be a minimum 30-foot-wide easement to allow for the minimum separations required between the water transmission main, the stormwater main, and the sanitary sewer main. As this road will also act as an emergency access road for fire, life, safety, the road is to be constructed with a minimum 12-foot-wide paved surface with 20-feet of overall clearance.

The preliminary street plans show a pair of removable bollards at the north and south ends of the emergency access road. Fire Marshal's Office is not in support of the removable bollards as these will add unnecessary delays to responses.

Staff recommends a condition of approval that prior to engineering plan approval, the street plans are to be submitted with the following revisions:

- A sign is to be installed on both the gates stating, 'Emergency Vehicle Access Only'.
- A note is to be added to the final plat and street plans stating that 'All vehicular access is prohibited except for emergency vehicles.'
- An Opticom activated gate is to be installed on the north end on Tract K and on the south end north of the existing boat launch parking lot. The applicant is to work with staff to determine the best location for the south gate.
- The applicant is responsible for providing and installing the gates at both locations and for obtaining the gate permits in accordance with CMC 12.36.
- The applicant is responsible for ownership and maintenance of the gate located on Tract K, for parking and access to N 56th Avenue of the proposed development

- The city will be responsible for ownership and maintenance of the gate located adjacent to the boat launch parking lot on the city's park open space.

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

[Street lighting]:

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

The locations for streetlights are to be coordinated with the locations of other site features, such as street trees, driveways, water meter boxes, and other utilities. Per CDSM, private streets in excess of 100-feet in length and serving more than five dwelling units are required to have streetlights. Any streetlights proposed for private streets are required to be metered separately and are to be owned and maintained by the HOA.

Staff recommends a condition of approval that prior to engineering plan approval all streetlight locations should be required to be shown on the engineering plans, the utility plans, and landscape plans. Additionally:

- Streetlights are required on the private streets located in Tract P, per CDSM, Standards for Street Lighting.
- A minimum of one streetlight is required on the private streets located in Tract G, per CDSM, Standards for Street Lighting.
- Any proposed streetlights for private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.
- Prior to the Electrical contractor's submittal of electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, are to be submitted to the city for review and approval.

[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.

FINDING: Staff recommends a condition of approval that the applicant shall provide a minimum of one street tree per lot. Where feasible, lots without a street tree in the planter strip directly adjacent to their frontage shall be required to plant one tree within the front yard.

[Other Improvements]:

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

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

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

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

[ROW Dedications]:

The applicant will be required to dedicate sufficient right-of-way for construction of the following proposed public roads: North Shore Blvd.; N 54th Avenue; N 55th Avenue; and N 56th Avenue.

Street naming is the responsibility of the Building Official. Therefore, the proposed public and private road names, as shown on the preliminary plat, may be revised during the civil construction application process.

[Easements]:

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

- The 6-foot public utility easement (PUE) is to be located outside of the right-of-way along all the future public roads.
- A utility access and maintenance easement to the city, for the water mains and sanitary sewer system in private street Tract P and Tract G.
- A utility access and maintenance easement to the city for the water transmission main, the sanitary sewer main, and the stormwater main located within the emergency access road from SE Leadbetter Road to N 56th Avenue.
- A right-of-entry is to be granted to the city for stormwater inspection purposes of the stormwater facilities located in Tracts _____.
- A public pedestrian access easement over the emergency access road from SE Leadbetter Road to N 56th Avenue.
- The storm facilities located in Tracts _____ are to be owned and maintained by the property owners, individual homeowners and/or Homeowners' Association (HOA) with a right-of-entry easement granted to the city for the purpose of inspection.

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

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

Density and Dimensional Standards – North Shore Mixed Use (MX-NS) Zone

The MX-NS zone encompasses 6.5 acres of the total site area with 1.54 acres of open space or critical area tracts for a net acreage of 4.96 acres. The standards discussed below are from CMC 18.09.030 Table 1.

[DENSITY]: The MX-NS zone allows for a minimum of 50 units and a maximum of 119 units. There is no building elevations proposed at this time; therefore, the applicant has proposed a general footprint and unit count for future buildings.

The applicant is proposing a total of 52 units within one 24-unit apartment building, one 12-unit mixed use building, and one 16-unit mixed use building. The mixed-use buildings will provide commercial space on the first floor along with the 2,250 square foot commercial building on Lot 104.

Staff finds the density requirements are met.

[DIMENSIONAL STANDARDS]: The MX-NS requires a minimum lot size of 1,800 square feet with no minimum lot width or depth. The proposed lots exceed 1,800 square feet; therefore, staff finds the lot dimensional standards are met.

[LOT COVERAGE]: A maximum lot coverage of 65% is permitted. Staff finds the future buildings shall meet the lot coverage requirements and recommend a condition of approval.

[HEIGHT]: There is no building proposed at this time; therefore, staff recommends a condition of approval that the building height of 100 feet with compliance of footnote 6: *"Building heights shall "step-down" and provide compatible scale and privacy between developments. See the North Shore Design Manual"* be complied with at the time of design review submittal. Due to there not being a proposed building, only an envelope, staff finds design review will be required prior to building permit issuance.

[SETBACKS]: The setbacks for the mixed-use building are as follows:

- Maximum Front Yard: 10 feet
- Minimum Side Yard: 10 feet
- Minimum Rear Yard: 10 feet

The applicant is proposing to meet all setbacks, except the 12-unit mixed use building along North Shore Blvd. Due to the curved nature of the street, the building cannot maintain a maximum 10-foot setback along the entire frontage. Staff finds the setbacks are met as it is not possible for a building to be curved along the street frontage to follow the street curve.

[OPEN SPACE]: A minimum open space of 100 square feet per dwelling unit is required. The applicant has not provided open space for these future 16 units. Usable open space is *"areas that provide opportunities for active and passive uses and encourage community interaction. These spaces are accessible to the general public or to residents, employees, or customers and can include, but are not limited to plazas, courtyards, sports courts, and viewpoints (see 18.03.040 "Definitions for development terms")"* per footnote 5. Staff finds that the applicant shall provide 100 square feet of usable open space for each unit in the mixed-use zone.

Density and Dimensional Standards – North Shore Low Density Zone

The LD-NS zone encompasses a total of 10.27 acres with 6.95 acres of open space and critical area tracts which leaves 3.32 net acreage. The applicant is proposing to follow density transfer provisions per CMC 18.09.040.B Table 1 as they have preserved critical areas and open space in a tract per CMC 18.09.060.

[DENSITY]: The density transfer provisions allow between 13 and 19 units. The applicant has proposed 31 units which includes seven single family lots and 24 apartment units. Both single family detached, and apartment units are permitted in the LD-NS zone per CMC 18.07.040 Table 2, Footnote 2.

The applicant is requesting an exception to exceed the maximum density in the LD-NS zone provided that the overall project density is met and more than 66% of the LD-NS zone is open space, and most of the units provided in this zone are from a single apartment building that mirrors with the in the MX-NS zone.

Although the units can fit in the LD-NS zoning, there is no exception process in code other than a variance per CMC 18.45. In addition, a variance is not applicable to density per CMC 18.45.020, therefore staff finds the maximum density of 19 units must be met. A condition of approval is recommended.

[DIMENSIONAL STANDARDS]: The density transfer provisions allow lot between 5,250 and 9,000 with no average lot size requirement. The lots sizes proposed range between 5,250 and 8,004 square feet. Staff finds the lot size requirements are met.

[LOT COVERAGE]: The lots are intended for single family homes which are not proposed at this time; therefore, staff recommends a condition of approval that the homes comply with the maximum lot coverage of 60%.

[HEIGHT]: The lots are intended for single family homes which are not proposed at this time; therefore, staff recommends a condition of approval that the homes comply with the maximum building height of 35 feet.

[SETBACKS]: The required setbacks for lots for the LD-NS zone are as follows:

- Minimum Front Yard: 10-25 feet (*LD-NS subarea developments are encouraged to vary the front yard building setbacks to provide visual interest along a residential block. Garage faces shall maintain a minimum setback of twenty feet. Lots with alley-access garages may have a minimum front yard building setback of ten feet. Per footnote 3*)
- Minimum Side Yard: 5 feet
- Minimum Street Side Yard and Corner Lot Rear Yard: 10 feet
- Minimum Rear Yard: 10-25 feet (*LD-NS subarea developments with street-access garages may have a minimum rear yard setback of ten feet. LD-NS developments with alley-access garages must maintain a twenty-foot rear-yard building setback from the alley. Per footnote 4*)

Staff recommends a condition of approval that all setbacks be written and shown on the plat prior to final plat approval. Staff also recommends that footnote 3 and 4 be complied with prior to building permit approval.

Density and Dimensional Standards – North Shore High Density (HD-NS) Zone

The HD-NS zone encompasses a total of 17.14 acres with 3.95 as open space and critical area tracts which leaves 13.19 net acreage.

[DENSITY]: The density allows for a minimum of 132 and up to 237 units total. The applicant is proposing a total of 143 units. These units will include two 24-unit apartment buildings and 95 single family lots. Staff finds the density is met in the HD-NS zone.

[DIMENSIONAL STANDARDS]: The zoning allows for a minimum lot size of 1,800 square feet with a minimum lot depth of 60 and lot width of 20 feet. The applicant is proposing two apartment buildings on Lot 108 which exceeds 1,800 square feet and 143 single family lots that with the smallest lot totaling approximately 2,200 square feet. Staff finds the dimensional standards are met.

[LOT COVERAGE]: There are no buildings proposed at this time; therefore, staff recommends a condition of approval that prior to building permit approval, the 65% lot coverage is met.

[HEIGHT]: There are no buildings proposed at this time. However, the building height requirement is 50 feet and shall comply with the following footnotes:

- Footnote 5: *“Maximum four stories but not to exceed height listed”*
- Footnote 9: *“Building heights shall “step-down” and provide compatible scale and privacy between developments. Building height transitions shall be applied to new and vertically expanded buildings in the HD-NS zone within 20 feet (measured horizontally) of an existing single detached residential building 30 feet or less in height. The building-height-transition standard is met when the height of the taller building does not exceed 1 foot of height for every 1 foot separating the new building from the existing single detached residential structure.”*

Therefore, staff recommends a condition of approval that prior to building permit approval, the building height with footnotes 5 and 9 are met.

[SETBACKS]: The setbacks for the HD-NS zoning are as follows:

- Minimum Front Yard: 10 feet
- Minimum Garage Front Yard: 20 feet
- Minimum Side Yard: 3 feet (Footnote 1: The non-attached side of a dwelling unit shall be three feet, otherwise a zero-lot line is assumed.)
- Minimum Street Side Yard: 15 feet (Footnote 8: Minimum side yard flanking street shall be 10 feet for cottage-style and rowhouse developments.)
- Minimum Rear Yard: 10 feet

The applicant has shown setbacks on the preliminary plat. Staff recommends a condition of approval that all setbacks be written and shown on the plat prior to final plat approval.

[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 HD-NS zoned area of the subject site abuts HD-NS and LD-NS residential zones. Since there are not lots that abut the different residential zoning, staff finds beveling is not required for the HD-NS zone of the subject site.

The LD-NS zoned area of the subject site does not abut any other residential zoning other than LD-NS, therefore beveling is not required. The other two zones in the development (MX-NS and C-NS) are not considered residential zonings.

FINDING: Staff finds the proposed lot sizes can conform to the requirements of the LD-NS and HD-NS 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]: Landscape buffering is not required for single family homes. However, landscape buffering is required for multi-family and commercial uses. The apartments, mixed use and commercial buildings in the MX-NS and C-NS zone are required to be landscape at the perimeter per CMC 18.13.055. Staff recommends a condition of approval to this effect.

[Tree Density]: A minimum of 30 tree units (TU) per net developable acre is required for developments in the North Shore Area. 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 36.37 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 12.44 acres; therefore, the net developable acreage is 23.60 acres, requiring 708 TUs. The tree plan indicates that there will be 2,236 TUs retained and 322 TUs planted for a total of 2,558 TUs. Footnote 1 of Table 1 requires at least 50% of the minimum tree density be achieved through retention. The applicant is retaining 2,236 TUs out of the 708 required, therefore staff finds the proposal meets the minimum tree

density.

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

[Parking]: Landscaping shall be located along the perimeter of all landscaping, including the off-street parking tracts per CMC 18.13.060 and shall be conditioned as such.

Double Frontage Lots

Per CMC 17.19.030.D.6 lots that have two frontages shall have a 10-foot landscape tract with trees and shrubs. Lots 1-22 are considered double frontage lots. The applicant has proposed a double frontage tracts (Tract N, S, and Q) to comply with this standard. However, there is a public utility easement (PUE) along the North Shore BLVD and N 56th Ave for the purpose of power, gas, and communications. Therefore, to prevent landscaping from interfering with the utilities, the double frontage tracts shall either be widened to prevent landscaping from encroaching the PUE or the entire 10-foot-wide tracts shall be located outside of the easement. Staff finds a condition is warranted.

Lots 97-99 are considered double frontage lots and require a landscape tract per CMC 17.19.030.D.6 that will also need to be widened to ensure landscaping is not located with the PUE. A condition is recommended to this effect.

Parking

Per CMC 18.11.130, two parking spaces per single family dwelling or row house is required. The proposal includes 206 single family lots. (The mixed use and apartment buildings parking requirements are discussed in the site plan review section of this staff report). There are no elevations at this time for the attached and detached single family homes. However, the single-family homes will have a minimum of a one car garage which allows for one parking space in the garage and one in the driveway. Staff finds there shall be two parking spaces for each single-family lot.

Per CMC 17.19.040.B.10.e., when the average lot size is less than 7,400 or less, on additional off-street parking space is required for every five units and placed in a common tract. There are 102 lots that average to less than 7,400 square feet. Therefore, 20 off street parking spaces are required. The applicant is proposing several tracts through the development to accommodate these spaces to accommodate 19 parking spaces. Staff finds the parking tracts shall include 20 off street parking spaces.

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 to this effect is recommended.

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

- Retaining walls that are part of a building foundation.

- Standalone poured in-placed concrete and rebar retaining walls.

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

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

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

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

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

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

Staff finds a condition of approval is warranted that prior to engineering plan approval, the applicant should be required to submit with the civil construction application all block retaining walls for review and approval. The block retaining wall plans are to include the retaining wall locations, plans, profiles, and wall sections, as well as the structural calculations.

Signage

All signage must comply with CMC 18.15 and will require a permit. A condition to this effect is recommended.

FINDINGS: Staff finds that, as conditioned, the proposed development complies with the relevant requirements of the Camas land development and zoning codes, and all other relevant local regulations.

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

Traffic Impact Analysis/Study

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

Based on the Transportation Impact Study (TIS) (Exhibit 7), dated June 30, 2025, and prepared by Kittelson & Associates, the proposed development's residential phases 1 through 5 will generate approximately 1,831 ADTs, which triggered the requirement for a TIS. The number of ADTs are based on Land-Use Code (LUC) 210 for detached single-family homes, LUC 215 for single-family attached homes, and LUC 220 for multi-family low-rise apartments.

[Trip Generation and Distribution]:

As shown on Table 5 – Estimated Site Trip Generation (page 23) in the TIS (Exhibit 6), the following Land-Code and number of dwelling units provided the average daily trips (ADTs) and the number of AM and PM peak hour trips based on the 11th Edition ITE Trip Generation Manual.

- Land-Use Code 210 – detached single-family homes, 41 units = average 444 ADTs, for a total of 33 AM Peak Hour Trips, (8 in/25 out); and a total of 43 PM Hour Trips (27 in/16 out).
- Land-Use Code 215 – single-family attached, 61 units = average 414 ADTs, for a total of 26 AM Peak Hour Trips (7 in / 19 out); and a total of 33 PM Peak Hour Trips (19 in / 14 out).

- Land-Use Code 220 – multi-family low-rise, 140 units = average 973 ADTs, for a total of 66 AM Peak Hour Trips (16 in / 50 out); and a total of 81 PM Peak Hour Trips (51 in / 30 out).

[Capacity Analysis]:

City of Camas Concurrency Review:

The City of Camas has reviewed the Transportation Impact Study (TIS) and concur with the failing intersections noted below. The intersections noted below are identified in Table 6 - Projected Weekday AM Peak Hour Study Intersection Operations Summary (Exhibit 7, page 30) and in Table 7 – Projected Weekday PM Peak Hour Study Intersection Operations Summary (Exhibit 7, page 32).

The intersections were evaluated at Year 2025 without Project, Year 2030 Background (without Project), and Year 2030 Total Traffic (with Project). The following projects do not meet the applicable Level of Service (LOS) standard in the 2030 total traffic scenario:

1. NE 232nd Avenue & NE 28th Street (AM Peak) (LOS F) – Clark County Jurisdiction
2. SR500 at NE 242nd Avenue & NE 28th Street (PM Peak) (LOS E) – State Route/Jurisdiction
3. NE Everett Street (SR 500) & NE 14th Avenue (PM Peak) (LOS F) – State Route/Camas Jurisdiction
4. NW Lake Road & NW Sierra Street (AM Peak) (LOS E) – Camas Jurisdiction
5. NW Lake Road & NW Sierra Street (PM Peak) (LOS E) – Camas Jurisdiction

NW Lake Road & NW Sierra Street

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

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

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

- A roundabout meets the City's capacity criteria in 2045.
- A traffic signal does not meet the City's capacity criteria in 2045.
- A traffic signal meets the City's capacity criteria in the 2030 Village at North Shore buildout year.

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

[City of Camas Proportionate Share]:

Proportionate share calculations for NW Lake Road & NW Sierra Street

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

- Total New PM Peak Hour Trips Entering Intersection (per DKS Technical Memorandum, dated September 22, 2023, Table 6) (Exhibit #28) = 2,230 (Total 2045) – 1,279 (Total 2023) = 951
- Cost per New PM Peak Hour Trip = \$1,353,000/951 = \$1,423 per New PM Peak Hour Trip
- Camas Woods II site generated PM Peak Hour Trips Entering Intersection = 32 (per Kittelson TIS)
- Village at North Shore Proportionate Share Contribution = \$1,423 x 32 = \$45,536.00.

Staff finds a condition of approval is warranted that prior to final acceptance of the Village at North Shore, the proportionate share amount that should be paid is calculated at \$45,536.00 for the NW Lake Road and NW Sierra Street Intersection improvements.

[City of Vancouver Proportionate Shares]:

The City of Vancouver has identified a list of proportionate share intersections that require the number of PM Peak Hour Trip distributions to be identified. Per Table 8, page 39, City of Vancouver Proportionate Share Fee Summary, the proposed Village at North Shore projected

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

Vancouver are as follows:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
SE 192 nd Ave & NE 13 th Street	\$400 per PM peak hour trip	23	\$9,200
NE 172nd Avenue & NE 18th Street	\$300 per PM peak hour trip	7	\$2,100
NE 179th Place & NE 18th Street	\$900 per PM peak hour trip	7	\$5,600
NE 187th Avenue & NE 18th Street	\$1,200 per PM peak hour trip	7	\$8,400
Total Proportionate Share Cost			\$25,300

Staff recommends a condition of approval that prior to final acceptance of the Village at North Shore the applicant should be required to pay the proportionate share amount of \$25,300.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

[Collision Data]:

Per the TIS (Exhibit #7), "*There were no reported fatal crashes at the study intersections.*" "*None of the study intersections experienced a crash rate greater than 1.0 crashes per million entering vehicles (i.e., the metric used by the city to assess whether further analyses are warranted)*".

For all intersections in the study area:

"No safety-based mitigation needs were identified for implementation in conjunction with the proposed development based on the crash data review."

[Site Distance Triangles]:

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

- N Bear Lane and North Shore Boulevard
- N 54th Avenue and North Shore Boulevard
- N 54th Avenue and N Mills Street
- N 55th Avenue and N Mills Street
- N 56th Avenue and N Mills Street
- N 56th Avenue and N Mills Court
- N 56th Avenue and North Shore Boulevard

The Summary of Findings and Recommendations are addressed on pages 40 through 42 of the Traffic Impact Study (Exhibit #7) and as noted below:

SUMMARY OF FINDINGS:

- Two study intersections experience performance levels that don't satisfy the applicable operating parameters today (NE Everett Street/NE 14th Avenue and NW Sierra Street/NW Lake Road).
- By the future opening year 2030, the following study intersections are projected to not satisfy the applicable performance metrics:
 - – NE 232nd Avenue/NE 28th Street (Intersection #1): AM peak hour LOS F operations with a V/C =0.79;
 - – SR 500 (NE 242nd Avenue)/NE 28th Street (Intersection #2): PM peak hour LOS E operations with a V/C = 0.80;
 - – SR 500 (NE Everett Street)/NE 14th Avenue (Intersection #13): PM peak hour LOS F operations with a V/C = 0.78;
 - – NW Sierra Street/NW Lake Road (Intersection #16): AM and PM peak hour LOS E operations with a V/C = 0.52 during the AM peak hour, and a V/C = 0.47 during the PM peak hour.
- The proposed development adds one or more site-generated trips to each of the study intersections listed above that do not satisfy the applicable performance metrics prior to site development. The following site development impacts and potential mitigation considerations were identified
 - NE 232nd Avenue/NE 28th Street (Intersection #1): AM peak hour LOS F operations with a V/C =0.79.
 - CCC Section 40.350.020.G.1.c.1 requires a proposed development provide mitigation when five (5) or more peak hour trips are added to a failing intersection approach on a regionally significant intersection.
 - The proposed site development is projected to add two (2) weekday AM peak hour trips to the stop controlled northbound approach when the Clark County LOS standard is not met.
 - SR 500 (NE 242nd Avenue)/NE 28th Street (Intersection #2): PM peak hour LOS E operations with a V/C = 0.80.

- The City of Camas, Clark County and WSDOT are coordinating regarding the potential to collect proportional share mitigation towards a future roundabout from development projects that impact the intersection; however, WSDOT does not currently have a planned/funded project for the intersection.
 - Implementation of interim all-way stop control at the intersection would provide for acceptable operations during the weekday PM peak hour with site trips added (southbound approach LOS C with a V/C ratio of 0.65, overall intersection LOS B).
- SR 500 (NE Everett Street)/NE 14th Avenue (Intersection #13): PM peak hour LOS F operations with a V/C = 0.78
 - No inbound site-generated trips are projected to be added to the failing eastbound approach which remains under-capacity.
 - There are intersections further to the north that drivers can use as a route alternative (including but not limited to NE 17th Avenue, NE 19th Avenue and NE 21st Avenue to the north).
- NW Sierra Street/NW Lake Road (Intersection #16): AM and PM peak hour LOS E operations with a V/C = 0.52 during the AM peak hour, and a V/C = 0.47 during the PM peak hour.
 - The City of Camas is currently advancing design plans to construct a roundabout at the intersection but the funding for and timing of the roundabout construction was unknown at the time this report was prepared.
 - The city is currently assessing a fee of \$1,423 per PM peak hour trip added to this intersection but may switch to a future TIF as part of the on-going TIF Update program which is anticipated to be completed in 2025. Assuming the \$1,423 per PM peak trip remains in effect for this development application, the resulting fee for this development is \$45,536 (based on 32 PM peak hour trips added) through the intersection.
- The proposed site development is projected to add weekday PM peak hour trips to the following intersections where the City of Vancouver assesses proportional share mitigation payments:
 - – NE 192nd Avenue/NE 13th Street mitigation: 23 trips
 - – NE 179th Place/NE 18th Street mitigation: 7 trips
 - – NE 187th Avenue/NE 18th Street mitigation: 7 trips

*Staff notes that *NE 172nd Avenue/NE 18th Street: 7 trips* is missing from the findings section.

RECOMMENDATIONS:

Based on the traffic operations analysis findings, we recommend the following traffic control changes in conjunction with the proposed Village at North Shore site development.

- Make a proportional financial mitigation contribution to the City of Camas' planned NW Sierra Street/NW Lake Road roundabout project.
 - The city is currently assessing a fee of \$1,423 per PM peak hour trip added to this intersection but may switch to a future TIF as part of the on-going TIF Update program which is anticipated to be completed in 2025. Should the \$1,423 per PM peak trip

remain in effect for this development application, the resulting fee estimate for this development is \$45,536 (based on 32 PM peak hour trips added). The City will determine the final contribution amount. ***Staff concurs. A condition of approval prior to final acceptance is warranted.***

- Collaborate with WSDOT to identify and implement (if construction is required) capacity mitigation at the SR 500 (NE 242nd Avenue)/NE 28th Street intersection in conjunction with site development.
 - Potential options identified to explore with WSDOT include but are not limited to payment of a proportional share financial contribution to a future intersection capacity improvement. ***Staff concurs. A condition of approval prior to final acceptance is warranted.***
- Collaborate with Clark County to define and, if needed, construct an appropriate paved section along NE 252nd Avenue and NE 3rd Street to serve as the interim primary access to the proposed development. ***Staff concurs. A condition of approval prior to final acceptance is warranted.***
- Collaborate with Clark County to re-sign and restripe the NE 252nd Avenue/NE 3rd Street intersection in conjunction with the proposed development in accordance with the *Manual on Uniform Traffic Control Devices* (refer to Exhibit 1, a conceptual illustration of suggested curve warning signs, striping revisions along with suggested STOP sign and STOP bar relocation/replacement that could be implemented with the proposed site development, subject to Clark County direction). ***Staff Concurs. A condition of approval prior to final acceptance is warranted.***
- Subject to City of Vancouver concurrence and final residential unit count confirmation, pay the following proportional share intersection fees as identified per City of Vancouver requirements:
 - \$9,200 towards NE 192nd Avenue/NE 13th Street mitigation June 2025 Page 42
 - North Shore Village Residential Transportation Impact Study Kittelson & Associates, Inc.
 - \$2,100 towards NE 172nd Avenue/NE 18th Street mitigation
 - \$5,600 towards NE 179th Place/NE 18th Street mitigation
 - \$8,400 towards NE 187th Avenue/NE 18th Street mitigation ***Staff Concurs. A condition of approval prior to final acceptance is warranted.***

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

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

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

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

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

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

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

CHAPTER 18.18 SITE PLAN REVIEW

18.18.060 - Criteria for approval. The city shall consider approval of the site plans with specific attention to the following:

A. Compatibility with the city's comprehensive plan;

Comprehensive Plan

The subject property is designated as NS-Commercial, NS-Multifamily High, and NS Single-Family Low in the City's Comprehensive Plan, which includes the North Shore Mixed Use (MX-NS), North Shore High Density (HD-NS), North Shore Low Density (LD-NS), and North Shore Commercial (C-NS) zoning designations.

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-2.2: Support village-style employment and retail development in the North Shore area to serve the growing population. Discourage strip developments.
- LU-2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation
- 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-1.5: Ensure that housing in mixed-use buildings (or developments) will complement the commercial and retail portion of the development and increase local family-wage jobs.
- ED-1.5: Ensure adequate infrastructure is planned or in place to nurture and incubate new businesses.
- ED-1.8: Ensure that development standards are balanced in order to promote high-quality building and site design and encourage businesses to operate in an environmentally responsible manner.

The proposed development includes a variety of housing types and commercial space. There are proposed detached and attached single family homes, apartment units, and mixed-use buildings. The variety of housing 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. The commercial element in the development will meet the economic development policies by providing jobs within the city near housing. The commercial spaces will have adequate infrastructure for future commercial uses. The infrastructure will support pedestrian and vehicle connectivity to comply with the economic development policies of the Comprehensive Plan.

FINDINGS: Staff finds that the proposed project is compatible with and complements the Comprehensive Plan.

B. Compliance with all applicable design and development regulations;

Density and Dimensional Standards – North Shore Commercial (C-NS) Zone

The C-NS zone encompasses 2.12 of the total site area with no open space or critical area tracts. The standards discussed below are from CMC 18.09.030 Table 1.

[USE, DENSITY, AND SETBACKS]: The applicant is proposing a mixed-use building with a 10-foot front yard setback and 16 apartment units on the upper floors. The mixed-use building is proposed to have 10,000 square feet of commercial space on the first floor.

Per CMC 18.07.030 Table 1, the C-NS zone does not allow for apartment units and requires a minimum 15-foot front yard setback which allows for public seating within the front yard setback. The applicant is requesting an exception to the setback and apartment units because the buildings across the street in the MX-NS zone would mirror the proposed mixed-use building in the C-NS zone.

Although the building may blend in and be compatible with surrounding land uses, there is no exception in code to allow for apartments in the C-NS zone. There is also no exception to reduce the front yard setback from 15 to 10 feet unless a major variance is applied for. As there was no variance application submitted with this proposal, staff finds apartment units are not permitted in the C-NS zone and the building must comply with the 15-foot front yard setback.

[DIMENSIONAL STANDARDS AND LOT COVERAGE]: There is no minimum lot size or lot coverage requirements in the C-NS zone, therefore the lots size and coverage requirements are not applicable.

[HEIGHT]: Buildings within the C-NS zone are limited to 100 feet. Therefore, staff recommends a condition of approval that the building height of 100 feet with compliance of footnote 6: *“Building heights shall “step-down” and provide compatible scale and privacy between developments. See the North Shore Design Manual”* be complied with at the time of design review submittal. Due to there not being a proposed building, only an envelope, staff finds design review will be required prior to building permit issuance.

[OPEN SPACE]: A minimum usable open space of 5% of net acreage in the C-NS zone is required. This calculates to .1 acres of usable open space. The applicant is not proposing a usable open space are within the C-NS zone, therefore staff recommends a condition of approval that .1 acres of usable open space per CMC 18.09.030 Footnote 5 be complied with.

Landscaping

General Landscaping: The C-NS zone includes a commercial use on site and has a residential zone abutting the site to the west and commercial buildings across the street to the north and east. Per CMC

18.13.055 Table 1 a 10-foot L3 buffer is required when abutting a residential use without street separation. For commercial uses across the street, a 5-foot L2 buffer is required. Staff recommends a condition that the proposal complies with the landscape buffer requirements.

[Street Trees]: CMC 17.19.030(F)(1) requires least one 2-inch caliper tree in the planter strip of the right-of-way unless driveways or vision clearance prohibits a tree. Staff recommends a condition to this effect.

[Tree Density]: Tree density is discussed in the subdivision section of this staff report.

[Parking]: Per CMC 18.13.060 parking must be landscaped at the perimeters, include a minimum ratio of one tree per six parking spaces, and no more than 15 parking spaces are allowed in a tow without a landscaped divider strip. Staff recommends a condition that the parking landscaping be complied with.

Signage

All signage must comply with CMC 18.15 and may require a separate permit.

Parking

The development includes a 10,000 square feet commercial building. There is no commercial use proposed at this time; therefore, staff will use the “multi-use retail space” to determine the general amount of parking required as this requires one space per 250 square feet which is on the conservative side of parking requirements for the other commercial uses in the table.

Using this multi-use retail use, 40 spaces are required. The applicant is proposing more than 40 parking spaces; therefore, staff finds the parking is met.

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 of approval is recommended that the proposal follows the retaining wall requirements.

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

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

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

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

Staff finds a condition of approval is warranted that prior to engineering plan approval, the applicant should be required to submit with the civil construction application all block retaining walls for review and approval. The block retaining wall plans are to include the retaining wall locations, plans, profiles, and wall sections, as well as the structural calculations.

FINDING: As discussed throughout this staff report, and as conditioned, this proposal can or will meet all relevant codes, regulations, ordinances and other requirements as identified herein.

C. Availability and accessibility of adequate public services such as roads, sanitary and storm sewer, and water to serve the site at the time development is to occur, unless otherwise provided for by the applicable regulations;

Availability and accessibility of adequate public services, such as roads, sanitary sewer, storm sewer, and water to serve the site are discussed in detail in **Chapter 17.11 Subdivisions, Criterion 2 and 3** above in this staff report.

FINDING: As discussed throughout this staff report, and as conditioned, the proposed development can or will make adequate provisions for roads, sanitary sewer, storm sewer, water, and erosion control improvements that will be consistent with City requirements.

Appropriated provisions addressing traffic and transportation impacts relating to the proposed development are discussed in detail in **Chapter 17.11 Subdivisions, Criterion 7** above in this staff report.

FINDING: As discussed throughout this staff report, and as conditioned, the proposed development can or will make adequate provisions to address any impacts identified by the transportation impact study.

D. Adequate provisions are made for other public and private services and utilities, parks and trails;

Adequate provisions for maintenance of other public and privately owned facilities are discussed in detail under **Chapter 17.11 Subdivisions, Criterion 8** above in this staff report.

FINDING: As discussed throughout this staff report, and as conditioned, the proposed development can or will make adequate provisions for public and private utilities, parks and trails.

E. Adequate provisions are made for maintenance of public utilities;

Adequate provisions for maintenance of the public utilities are discussed under **Chapter 17.11 Subdivisions, Criterion 2 and 3** above in this staff report.

FINDING: As discussed throughout this staff report, and as conditioned, the proposed development can or will make adequate provisions for maintenance of public utilities.

F. All relevant statutory codes, regulations, ordinances and compliance with the same. The review and decision of the city shall be in accordance with the provisions of CMC Chapter 18.55;

FINDING: As discussed throughout this staff report, and as conditioned, this proposal can or will meet all relevant codes, regulations, ordinances and other requirements as identified herein.

CHATPER 18.19 DESIGN REVIEW

Per the North Shore Design Review Manual, design review is required for development in the North Shore Area. As there are no proposed buildings elevations at this time, staff recommends a condition that design review be required prior to building permit issuance.

PUBLIC COMMENTS

As of the writing of this staff report, staff four (4) written public comments from the Department of Ecology, Department of Natural Resources, Department of Archaeology and Historic Preservation, and Department of Fish and Wildlife. These comments are addressed throughout the staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that Village at North Shore (SUB25-1008) 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 Village at North Shore (SUB25-1008) subject to the following conditions of approval:

CONDITIONS OF APPROVAL

Standard Conditions:

1. Engineering site improvement plans shall be prepared in accordance with the City of Camas Design Standards Manual (CDSM), which includes the North Shore Design Standards, and CMC 17.19.040.
2. The engineering site improvement plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Community Development Engineering Department for review and approval.
3. Per CMC 17.19.040.C.1 and 1.a: All utilities designed to serve the development shall be placed underground. Those utilities to be located beneath paved surfaces, including all service connections, shall be installed prior to application of any surface materials.
4. The installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
5. After the land-use decision is issued, the applicant is to submit the Civil construction plans via the online portal at [www.cityofcamas.us/Permits/Civil Construction Application](http://www.cityofcamas.us/Permits/Civil%20Construction%20Application).
6. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
 - a. Payment of the 1% plan review (PR) fee is required prior to start of initial plan review. Staff will review the preliminary engineer's estimate and invoice the applicant via the online portal.
 - b. Payment of the 2% construction inspection (CI) fee is required prior to final plan approval. Staff will invoice the applicant via the online portal.
 - c. Under no circumstances will the applicant be allowed to begin land-disturbing activities prior to engineering plan approval.
7. If applicable, existing wells, septic tanks, and septic drain fields shall be decommissioned in accordance with state and county guidelines per CMC 17.19.020.
8. Prior to any land-disturbing activities of an acre or more, the applicant shall submit a copy of the *NPDES General Construction Stormwater Permit* (GCSWP), which is issued by the Washington State Dept. of Ecology, and the *Stormwater Pollution Prevention Plan* (SWPPP), which is required as a component of the NPDES GCSWP permit.
9. Prior to commencing any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond in the amount of 200% of the cost for erosion control (ESC) measures, per CMC 14.06.200. Staff will provide a letter to the applicant with the required ESC amount.

10. If any item of archaeological interest is uncovered during a permitted land-disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
11. A building permit shall be required prior to commencement of construction of a building structure.
12. At the time of building permit approval, the applicant shall pay the appropriate impact fees in accordance with the provisions of CMC 3.88.
13. Prior to final acceptance, the applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil.
14. As a component for final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
 - a. The as-built cover sheet is to be the originally approved cover sheet signed by the City Engineer.
 - b. As-builts are to be submitted as PDFs.
 - c. As-builts are to be submitted in either AutoCad or Carlson formats.
15. Per CMC 17.21.050.B.2 and prior to final acceptance a 2-year warranty maintenance bond is to be submitted for all public improvements.
 - a. Per CMC 17.21.070.A Upon final acceptance of the development improvements the two-year (2) warranty bond commences.
16. Per CMC 17.21.070.E A letter of final acceptance will be issued once all items listed in 17.21.070.B-C have been completed and approved by the city.
17. Per CMC 18.18.070.B, prior to the issuance of final occupancy permits, all public and private improvements shall be completed in accordance with CMC 17.21.070 Final Acceptance.
18. The applicant will be responsible for maintenance of all private improvements, including but not limited to stormwater facilities Tracts and easements, Open Space Tracts, parking areas, landscaping and irrigation, and any retaining walls.
19. The applicant shall comply with the recommendations of the geotechnical report from Columbia West Engineering (CWE), dated February 18, 2025.
20. Unless construction of this site commences within five (5) years of issuance of this decision, this permit will expire.

Special Conditions of Approval:

Planning:

21. 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.
22. The recommendations in the Geotechnical Report shall be followed.
23. The applicant shall work with state agencies to address comments provided through SEPA review and obtain any required permits as necessary.
24. Retaining walls must meet CMC 18.17.060.
25. Signage must meet CMC 18.15 and may require separate permitting.

Prior to Engineering Plan Submittal:

26. Prior to engineering plan submittal for the Phase 1 improvements that the plans shall be revised to include a dead-end turnaround at the eastern end of N 54th Avenue at future Lots 94 and 95 until such time as Phase 2 is constructed.
27. Prior to engineering plan submittal for the Phase 1 improvements, which includes N 55th Avenue, that the plans shall be revised to include a dead-end turnaround in the form of either a hammerhead or a cul-de-sac at future Lots 35 and 36 and Lots 60 and 61 and the pass-through access easement to Tract L is to be as an access between N 55th Avenue and N 54th Avenue removed.
28. Prior to engineering plan submittal that the applicant is to work with city staff to provide one of the two following options to reduce impacts to the herbaceous bald habitat and the Oregon White Oaks:
 - a. Between approximate Sta 19+00 to approximate Sta 22+00, eliminate the 5-foot wide planter strip; transition from an 8-foot wide detached sidewalk to a 5-foot-wide curb tight sidewalk. This would allow for the 74-foot right-of-way width to be reduced to a 66-foot right-of-way width through this section of North Shore Blvd. This option would maintain the current centerline alignment of North Shore Blvd.
 - b. Between approximate Sta 19+00 to approximate Sta 22+00, shift the centerline of North Shore Blvd. to the west a sufficient distance to allow for complete avoidance of the herbaceous bald habit and the Oregon White Oaks. This option would result in the reduction in size of the proposed commercial building on Lot 107 and eliminate the parking spaces adjacent to the building on Lot 107.

Prior to Engineering Plan Approval:

Planning:

29. An inadvertent discovery plan shall be submitted to the city for review and approval.
30. A plan sheet with the mitigation planting table shall be submitted to the city for review and approval.
31. The applicant shall coordinate with WDFW to address their comments and update the mitigation plan as necessary.
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 for prior to final acceptance per CMC 17.19.030.F.3.
33. The installation of temporary construction fencing prior to construction that clearly marks in the field critical area buffers (i.e., wetlands and habitat conservation areas) and fencing shall remain throughout permitted construction activities and shall be shown on final landscape plan.
34. The applicant shall provide a minimum of one street tree per lot. Where feasible, lots without a street tree in the planter strip directly adjacent to their frontage shall be required to plant one tree within the front yard.
35. The setbacks for each zone shall be shown on each lot and in table format on the plat.
36. The applicant shall include landscape buffers per CMC 18.13.055 for each zone on the final landscape plan.

37. The landscape plan shall include parking perimeter landscaping.
38. Lots 97-99 are considered double frontage lots and require a landscape tract.
39. To prevent double frontage landscaping from interfering with the PUE along street frontages, double frontage tracts shall either be widened to prevent landscaping from encroaching the PUE or the entire 10-foot-wide tracts shall be located outside of the PUE where applicable.
40. The Commercial - North Shore zoned building shall meet the minimum 15-foot front yard setback requirement.

Engineering:

[Water]

41. The applicant shall submit final utility plans for the extension of the 12-inch water transmission main from SE Leadbetter Road north to serve the proposed development, east to the easternmost property line of the proposed development (Parcel No. 178175000), which abuts Enclave at North Shore, and the north westernmost property line of the proposed development abutting Parcel No. 177884000 for the benefit of future developments to the west. Both ends of the 12-inch transmission main are to provide a dead-end blow off.
42. The applicant shall submit final utility plans providing for an 8"x8" cross and dead-end blowoff on the 8-inch water mains at the intersections of N Mills Street and N 54th Avenue; N Mills Street and N 55th Avenue; N Mills Street and N 56th Avenue for future developments to the west; and a dead-end blowoff at the north easternmost end of N 56th Avenue where it abuts the southern end of SE 252nd Avenue in Clark County.
43. The applicant shall submit revised water utility plans that include the locations of all water services and water meter boxes on both the public streets and the private streets located in Tracts P and G. Additionally, the revised utility plans are to show the water utility easement over and under the 8-inch water main, the water meters, and meter boxes located in Tract P for Lots 1 through 22; and Tract G for Lots 96 through 102.
44. The applicant shall provide the following:
 - a. Verification that a minimum 1-inch domestic water service will supply sufficient flow to the proposed multi-family, mixed-use, and the commercial buildings.
 - b. The water utility plans are to include the size of the domestic water meters for the multi-family, mixed-use, and commercial buildings.
 - c. Domestic water meters over 2-inches are special orders by city staff and owned and maintained by the property owner.
 - d. The domestic water supply from the water meter to the multi-family, mixed-use, and commercial structures shall be sized by the fire sprinkler contractor's design calculations.
 - e. Provide separate water services to the mixed-use building, one for the multi-family units and one for the commercial building with an above-ground reduced pressure backflow assembly (RPBA).
45. The water utility plans shall be revised with the following revisions to the onsite water plans:
 - a. The fire line is to be tapped off the proposed 8-inch public water main and extended from the public water main to the double check detector assembly (DCDA) vault. Neither the domestic water service nor the irrigation service is to be tapped off the fire line.
 - b. The fire line is to be shown on the water utility plans for informational purposes.
 - c. A fire permit application is to be submitted to the Fire Marshal's Office via the FMOs online portal.

- d. Private fire hydrants are to be ordered from the factory and painted red.
- e. Private fire hydrants are to be owned and maintained by the property owner.

[Irrigation]

- 46. The water utility plans shall be revised with the following:
 - a. The locations and size of irrigation meters is to be determined in advance and shown on the water utility plans and landscape plans.

[Storm Drainage]

- 47. The applicant shall submit a complete set of stormwater plans for review and approval, per MR #1 of the TIR.
- 48. The applicant shall be required to submit the following:
 - a. The developer shall obtain County approval of a final stormwater plan designed in conformance with CCC Ch. 40.386.
 - b. The developer shall submit final construction plan and a final Technical Information Report (TIR) that addresses Minimum Requirements 1 through 9, prepared in accordance with the Clark County Stormwater Manual.
 - c. This development shall not materially increase or concentrate stormwater runoff onto an adjacent property or block existing drainage from adjacent lots.
 - d. The developer shall submit documentation from the stormwater treatment system manufacturer indicating that any proprietary stormwater treatment devices were sited and sized appropriately.
 - e. The developer shall identify on the final construction plans ownership responsibilities for each of the proposed stormwater facilities.
 - f. A stormwater easement shall be shown on all private/joint stormwater facilities not in the public right-of-way.
 - g. Stormwater facility setbacks shall be met and shown on the final construction plans, unless a reduced setback is recommended by a geotechnical engineer.
 - h. The unfactored and design infiltration rates used to size any infiltration facility shall be identified on the final construction plans, if applicable.
 - i. The required minimum separation from the bottom of any infiltration facility to the seasonal high-groundwater elevation shall be identified on the final construction plans, if infiltration is proposed.
 - j. The developer shall submit seasonal groundwater monitoring data or other approved methods under Book 1, Section 2.3.5 of the CCSM for identifying groundwater elevations with the TIR to ensure appropriate groundwater separation for all stormwater facilities.
- 49. The County stormwater plans and the TIR are to be submitted via the City's online portal as a component of the city's required construction plan application submittal. City staff will send the documents to Clark County for review and approval.
- 50. The applicant shall submit a complete set of erosion and sediment control (ESC) plans that include all the applicable erosion and sediment control Details and BMPs as noted in the CDSM and Ecology's SWMMWW.
- 51. If private onsite surface water collections systems are proposed on the revised stormwater plans submittal, that said private systems are to include notes stating that the property owners of said systems are responsible for ownership and maintenance of said stormwater easement.

52. The stormwater plans are to include a note that states that the stormwater treatment and detention facilities located in the multi-family, mixed-use, and commercial lots are to be owned and maintained by the property owners; and the stormwater treatment and detention facilities located in Tracts C, D, and E, are to be owned and maintained by the property owner and/or Homeowners' Association (HOA).
53. The final stormwater TIR is to be submitted with both the City of Camas June 2022 *Stormwater Sewer System Operations & Maintenance Manual* and the maintenance requirements for the treatment vaults aka water quality/filter media facilities.
54. The applicant shall submit a complete set of Erosion Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.
55. The applicant shall be required to:
 - a. Submit and obtain approval from Clark County of the final erosion control plan designed in accordance with CCC Ch. 40.386.
 - b. The erosion control plans required by the County are to be submitted via the City's online portal as a component of the city's required construction plan application submittal. City staff will send the documents to Clark County for review and approval.
56. The applicant shall be required to submit a complete set of Erosion Sediment Control (ESC) plans. The ESC plans are to include a series of temporary detention ponds throughout the site to be used during infrastructure construction.

[Erosion Control]

57. The applicant shall submit a complete set of Erosion Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.

NE 3rd Street & NE 252nd Avenue - Clark County

58. The following items are to be addressed by the applicant:
 - a. Submit and obtain approval from Clark County of the final erosion control plan designed in accordance with CCC Ch. 40.386.
 - b. The erosion control plans required by the County are to be submitted via the City's online portal as a component of the city's required construction plan application submittal. City staff will send the documents to Clark County for review and approval.
 - c. All excavation and grading in the county right-of-way shall be performed in compliance with CCC Ch. 14.07.

[Sanitary Sewage Disposal]

59. The applicant is to do an analysis of the current and future capacity of the Leadbetter Lift Station, submit said analysis to the city for review and approval, and if the existing pumps are not sufficient to handle the flow from the proposed development. Based on the analysis the applicant will be required to provide any upgrades to the existing LS required for the proposed development, which could include the addition of another pump and assorted components.
60. The sanitary sewer utility plans are to be revised and submitted with a separate sewer lateral shown to each of the single-family residences and a separate sewer lateral to each of the multi-family, mixed use, and commercial buildings.
61. The applicant shall include the following with the revised sanitary sewer utility plans:
 - a. The grinder pumps for the single-family residential lots are to be EOne grinder pumps per the Camas Design Standards Manual (CDSM).

- b. The grinder pumps for the multi-family and the mixed-use commercial developments are to be EOne grinder pumps which are to be submitted to the city for review and approval.

62. The following notes are to be added to the utility plans:

- a. The grinder pumps for the single-family residences are to be owned and maintained by the individual homeowners.
- b. The grinder pumps for the multi-family residential units are to be owned and maintained by the property owners of the multi-family residential units.
- c. The grinder pumps for the mixed-use commercial development are to be owned and maintained by the property owners of the mixed-use commercial developments.

[Roads]

63. The applicant shall submit the final engineering plans with street names for all the proposed local roads that have been assigned and approved by the Building Official.

N 54th Avenue

64. The curb radii on N 54th Avenue at the intersection with N Mills Street is to be a minimum 25-feet, which includes the curb radii at the access to Track K, which is a private off-street parking lot and the emergency access from the south.

N 55th Avenue

65. The curb radii on both sides of N 55th Avenue at the intersection with N Mills Street is to be a minimum 25-feet.

N 56th Avenue

66. The applicant shall submit revised preliminary plat and street plans providing the design information for the intersection of N 56th Avenue and North Shore Blvd. that meet the minimum design criteria per the Camas Design Standards Manual (CDSM.)

67. The preliminary plat and the street plans should be revised to eliminate Tract R off-street parking spaces.

Clark County – NE 3rd Street/NE 252nd Avenue

68. The applicant shall submit the following for NE 3rd Street and NE 252nd Avenue:

- a. The applicant shall submit construction plans for the construction of all public roads under county jurisdiction to the county for review and approval. These roadways include NE 252nd Avenue and NE 3rd Street. These roadways should be constructed to comply with the Rural Local Access road cross section in Clark County Standard Drawing 21, but in no case shall the paved surface be less than 20 feet with 1-foot gravel shoulders.
- b. The applicant shall submit a signing and striping plan for review and approval. This plan shall show signing and striping and all installation or modifications to traffic control devices in the public right-of-way required for frontage improvements and any off-site improvements. The applicant shall obtain a work order with Clark County to reimburse the County for required signing, striping and all installation or modifications to traffic control devices in the public right-of-way. The final traffic control plans (signing, striping, signals, ITS, etc.) can be approved only after the developer provides signed reimbursable work order(s) to the county's traffic engineer reviewing the plans.
- c. The applicant shall consider the WSDOT Design Manual – Roadside Safety Mitigation Guidance (Section 1600) in the final engineering design of all proposed roadways and frontage improvements.

- d. The plans required for Clark County review and approval are to be submitted via the city's online 'Construction Permit Application' portal as a component of the proposed development improvements.

North Shore Blvd. (NSB)

NSB Sta 23+92 to Sta 32+05

- 69. The applicant shall submit revised street plans showing construction of the full width North Shore Blvd. road section from Sta 23+92 at the intersection of North Shore Blvd. and N 54th Avenue west to Sta 32+05 that abuts Enclave at North Shore (Parcel No. 178171000).

NSB Sta 15+95 to Sta 10+05

- 70. The preliminary plat and the preliminary street plans are to be revised as follows:
 - a. The segment of North Shore Blvd. noted as Phase 6 from the westernmost property line of the proposed development (Sta 10+05) to the southeast phase line between Phase 1 and Phase 4, aka Lot 105 (approximate Sta 22+40), should be required to be constructed by the applicant as part of the Phase 1 improvements.
 - b. The segment of North Shore Blvd. noted as Phase 6 from the phase line between Phase 1 and Phase 4 aka Lot 105 (approximate Sta 22+40) to the easternmost property line that abuts Parcel No. 178171000 aka Enclave at North Shore, should be required to be constructed by the applicant as part of the proposed improvements for Phases 2, 3, 4, and Phase 5.

Tract P – Proposed N Mills Court and N 57th Place

- 71. The preliminary plat and the street plans shall be revised with the minimum curb radii of 25-feet on both sides of the road at the intersection of N Mills Court and N 56th Avenue; and the intersection of N Mills Court and N 57th Place.
- 72. The preliminary plat and the street plans shall be revised with private road N 57th Place extended to the east property line of Lot 15 and the east property line of Lot 18, which will eliminate the need for an access and utility easement across Lots 16 and 17 respectively.

Tract G – Proposed N Bear Lane and N 54th Place

- 73. The preliminary plat and the street plans are to be revised providing the required tract width and paved surface in accordance with Private Street Section D. The city engineer would be in support of a deviation from the standard requiring a sidewalk on both sides of the streets.
- 74. The preliminary plat and the street plans shall be revised with the minimum curb radii of 35-feet is required on both sides of the road at the intersection of North Shore Blvd. and N Bear Lane. The minimum curb radii of 25-feet is required on both sides of the road at the intersection of N Bear Lane and N 54th Place.

Tract K – Parking and Access to N 54th Avenue

- 75. The preliminary plat and the street plans shall be revised with the minimum curb radii of 25-feet on the east side of Tract K onto N 56th Avenue.

Tract P and Tract G – Private Roads

- 76. The signing and striping plans are to include 'No Parking' signs with information for a private towing company is to be included on the 'No Parking' signs on the private streets located in Tract P and Tract G.

Lots 103, 104, 105, 106, 107, and 108

- 77. The preliminary plat and street plans are to be revised with the curb return radius on both sides of the drive access to Lots 104 and 105 to be a minimum 35-feet.

78. The preliminary site plans are to be revised with the nine parking stalls located on both sides of the access drive to Lots 104 and 105 removed.

[Pedestrian & Utility Access Easement, Emergency Access]

79. The street plans are to be submitted with the following revisions:

- a. A sign is to be installed on both the gates stating, Emergency Vehicle Access Only'.
- b. A note is to be added to the final plat and street plans stating that 'All vehicular access is prohibited except for emergency vehicles.'
- c. An Opticom activated gate is to be installed on the north end on Tract K and on the south end north of the existing boat launch parking lot. The applicant is to work with staff to determine the best location for the south gate.
- d. The applicant is responsible for providing and installing the gates at both locations and for obtaining the gate permits in accordance with CMC 12.36.
- e. The applicant is responsible for ownership and maintenance of the gate located on Tract K, for parking and access to N 56th Avenue of the proposed development
- f. The city will be responsible for ownership and maintenance of the gate located adjacent to the boat launch parking lot on the city's park open space.

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

[Street lighting]:

80. All streetlight locations shall be required to be shown on the engineering plans, the utility plans, and landscape plans. Additionally:

- a. Streetlights are required on the private streets located in Tract P, per CDSM, Standards for Street Lighting.
- b. A minimum of one streetlight is required on the private streets located in Tract G, per CDSM, Standards for Street Lighting.
- c. Any proposed streetlights for private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.
- d. Prior to the Electrical contractor's submittal of electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, are to be submitted to the city for review and approval.

[Other Improvements - Retaining Walls]

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

[Traffic Impact Analysis/Study (TIA/S)]

Site Distance Triangles

82. The street plans and the landscape plans are to include site distance triangles on the street improvement plans and the landscape plans at the following proposed intersections:

- a. N Bear Lane and North Shore Boulevard
- b. N 54th Avenue and North Shore Boulevard
- c. N 54th Avenue and N Mills Street
- d. N 55th Avenue and N Mills Street
- e. N 56th Avenue and N Mills Street

- f. N 56th Avenue and N Mills Court
- g. N 56th Avenue and North Shore Boulevard

Prior to Land-Disturbing Activities:

- 83. The applicant shall submit an approved form of financial security for erosion and sediment control. Staff will provide documentation with the financial security amount.
- 84. The applicant shall have approved engineering plans, which include tree felling, tree removal, clearing and grading, an approved set of engineering plans, including the erosion prevention and sediment control measures is required.
- 85. An electronic copy of Ecology's NPDES GCSWP permit, an electronic copy of the SWPPP, and the financial security for erosion and sediment control are to be submitted to the city.
- 86. The contractor is to have a hard copy of the SWPPP on site at all times during construction of the site improvements. Said copy is to be updated as ESC measures are revised and is to be available for review by staff and Ecology.

Prior to Final Plat Approval:

Planning:

- 87. Proof of the purchased mitigation credits of 1.063 shall be submitted to the city.
- 88. 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. Once installed, photos shall be sent to the city for final approval.

Engineering:

- 89. The applicant shall include the following notes on the final plat:
 - a. The grinder pumps for the single-family residences are owned and maintained by the individual homeowners.
 - b. The grinder pumps for the multi-family residential units are owned and maintained by the property owners of the multi-family residential units on Lots 103 and 108.
 - c. The grinder pumps for the mixed-use commercial development are to be owned and maintained by the property owners of the mixed-use commercial developments on Lots 104-107.
- 90. An access and utility easement is to be recorded of the private streets located in Tract P and Tract G, stating that the HOA/Homeowners taking access off the private streets will be responsible for ownership and maintenance of said private streets.

The following plat notes to this effect is warranted:

- a. Tract P, a private street, shall be owned and maintained by the Homeowners Association (HOA) and/or individual homeowners.
- b. Tract G, a private street, shall be owned and maintained by the Homeowners Association (HOA) and/or individual homeowners.

[Easements]

- 91. Prior to final plat approval, the following easements are to be recorded on the final plat for the proposed development:
 - a. The 6-foot public utility easement (PUE) is to be located outside of the right-of-way along all the future public roads.

- b. A utility access and maintenance easement to the city, for the water mains and sanitary sewer system in private street Tract P and Tract G.
- c. A utility access and maintenance easement to the city for the water transmission main, the sanitary sewer main, and the stormwater main located within the emergency access road from SE Leadbetter Road to N 56th Avenue.
- d. A right-of-entry is to be granted to the city for stormwater inspection purposes of the stormwater facilities located in Tracts C, D, and E.
- e. A public pedestrian access easement over the emergency access road from SE Leadbetter Road to N 56th Avenue.
- f. The storm facilities located in Tracts C, D, and E, are to be owned and maintained by the property owners, individual homeowners and/or Homeowners' Association (HOA) with a right-of-entry easement granted to the city for the purpose of inspection.

Prior to Final Acceptance:

Planning:

92. 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, 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.

Engineering:

93. The Village at North Shore applicant shall provide documentation to the city that any existing wells or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

[City of Camas Proportionate Share]

NW Lake Road & NW Sierra Street

94. Prior to final acceptance of the Village at North Shore, the proportionate share amount that shall be paid is calculated at \$45,536.00 for the NW Lake Road and NW Sierra Street Intersection improvements.

[City of Vancouver Proportionate Shares]

95. The Village at North Shore the applicant shall be required to pay the proportionate share amount of \$25,300.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

96. The applicant shall collaborate with WSDOT to identify and implement (if construction is required) capacity mitigation at the SR 500 (NE 242nd Avenue)/NE 28th Street intersection in conjunction with site development.

- a. Potential options identified to explore with WSDOT include but are not limited to payment of a proportional share financial contribution to a future intersection capacity improvement.

97. The applicant shall collaborate with WSDOT to identify and implement (if construction is required) capacity mitigation at the SR 500 (NE 242nd Avenue)/NE 28th Street intersection in conjunction with site development.

- a. Potential options identified to explore with WSDOT include but are not limited to payment of a proportional share financial contribution to a future intersection capacity improvement.
- 98. The applicant shall collaborate with Clark County to re-sign and restripe the NE 257th Avenue/NE 3rd Street intersection in conjunction with the proposed development in accordance with the *Manual on Uniform Traffic Control Devices* (refer to Exhibit 1, a conceptual illustration of suggested curve warning signs, striping revisions along with suggested STOP sign and STOP bar relocation/replacement that could be implemented with the proposed site development, subject to Clark County direction).
- 99. The applicant is subject to City of Vancouver concurrence and final residential unit count confirmation, pay the following proportional share intersection fees as identified per City of Vancouver requirements:
 - a. \$9,200 towards NE 192nd Avenue/NE 13th Street mitigation June 2025 Page 42
 - b. North Shore Village Residential Transportation Impact Study Kittelson & Associates, Inc.
 - c. \$2,100 towards NE 172nd Avenue/NE 18th Street mitigation
 - d. \$5,600 towards NE 179th Place/NE 18th Street mitigation
 - b. \$8,400 towards NE 187th Avenue/NE 18th Street mitigation

Prior to Building Permit Issuance:

Planning:

- 100. Design review approval is required prior to building permit issuance.
- 101. Future buildings shall meet the underlying zoning's lot coverage requirements.
- 102. Future buildings shall meet the underlying zoning's height requirements.
- 103. The Mixed Use - North Shore and Commercial - North Shore zoned buildings shall meet the minimum "usable open space" requirements. A plan sheet shall be submitted with the design review application for review and approval.
- 104. The maximum density in the Low Density - North Shore zone shall not exceed the maximum allotted density of 19 units.
- 105. There shall be two parking spaces for each single-family lot.
- 106. Apartment units are not permitted in the Commercial - North Shore zone and the application shall be updated to reflect this.

Prior to Final Occupancy:

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

Proposed Plat Notes

- 1. The grinder pumps for the single-family residences are owned and maintained by the individual homeowners.

2. The grinder pumps for the multi-family residential units are owned and maintained by the property owners of the multi-family residential units on Lots 103 and 108.
3. The grinder pumps for the mixed-use commercial development are to be owned and maintained by the property owners of the mixed-use commercial developments on Lots 104-107.
4. Tract P, a private street, shall be owned and maintained by the Homeowners Association (HOA) and/or individual homeowners.
5. Tract G, a private street, shall be owned and maintained by the Homeowners Association (HOA) and/or individual homeowners.