

**BEFORE THE LAND USE HEARING EXAMINER  
FOR THE CITY OF CAMAS, WASHINGTON**

Regarding an application by AKS Engineering ) **FINAL ORDER**  
for approval of a preliminary plat to divide 12.7-acres )  
into 159 lots for single-family homes east of NE Ingle ) **SUB25-1007**  
Road and north of NE Goodwin Road in the City of Camas ) **(Lacamas Village)**

**A. SUMMARY**

1. The applicant requests approval to divide a 12.7-acre parcel into 159 lots for single-family attached and detached dwellings and tracts for private streets, parking, and open space. The applicant proposes 46 lots for single-family attached dwellings 113 single-family detached dwellings.

a. The property proposed for development is located east of NE Ingle Road and north of NE Goodwin Road, known as Lots 1, 2 and 7 of the Green Mountain Urban Village Short Plat; also known as tax parcel numbers 986037656, 986071335, 986070973, and 986070970 (the "site"). The site is designated for multi-family residential development per the Green Mountain Mixed Use PRD Master Plan Development Agreement, similar to the Multifamily High designation in the city's Comprehensive Plan.

b. The City of Camas will supply domestic water and sanitary sewer service to the proposed development. The applicant will collect and treat stormwater runoff from all public and private roads, sidewalks, and driveways on the site and convey it to one of two stormwater facilities for treatment and detention. Stormwater runoff generated west of N. Huerta Drive will be conveyed to a stormwater treatment pond in Tract A of the Urban Village Short Plat. Runoff generated east of N. Huerta Drive will be conveyed to a stormwater treatment pond in Tract B of the Urban Village Short Plat. Treated stormwater will be discharged to an existing storm ditch north of NE Goodwin Road at less than predevelopment rates.

c. Improvements to NE Ingle Road, NE 87<sup>th</sup> Avenue, and N. Huerta Drive are planned to be constructed by the Urban Village Short Plat. The applicant will extend N. Eaglet Street through the site between its existing terminus at the north boundary of the site and NE 87<sup>th</sup> Avenue abutting the south boundary. The applicant will extend proposed N. 88<sup>th</sup> Place east of N. Eaglet Street, terminating in a cul-de-sac turnaround. The applicant will construct additional private streets and alleys within the site to provide access to the proposed lots.

2. The proposed development was subject to review under the State Environmental Policy Act ("SEPA") through the Green Mountain PRD (SEPA14-21) and the Urban Village Short Plat (SEPA20-06) reviews, which included residential development on the proposed parcels (future Lots 1, 2 and 7). Additional SEPA review is not required for this proposal.

3. City of Camas Hearing Examiner Joe Turner (the "examiner") conducted a public hearing to receive testimony and evidence about the application. City staff recommended that the examiner approve the preliminary plat subject to conditions as modified by Exhibits 38-40. See the Staff Report to the Hearing Examiner dated February 5, 2026 ("Staff Report"). The applicant accepted those findings and conditions, as amended, without exception. One person submitted written testimony in opposition to the proposed development. (Exhibit 10).

4. Based on the findings provided or incorporated herein, the examiner approves the preliminary plat subject to the conditions at the end of this final order.

## **B. HEARING AND RECORD HIGHLIGHTS**

1. The examiner received testimony at a public hearing about this application on February 11, 2026. All exhibits and records of testimony are filed at the City of Camas. At the beginning of the hearing, the examiner described how the hearing would be conducted and how interested persons could participate. The examiner disclaimed any *ex parte* contacts, bias or conflicts of interest. The following is a summary by the examiner of selected testimony and evidence offered at the public hearing.

2. City senior planner Lauren Hollenbeck summarized the Staff Report and her PowerPoint presentation.

a. She noted that the site consists of Lots 1, 2, & 7 of the Green Mountain Urban Village Short Plat, which is part of the Green Mountain PRD Master Plan. This development is subject to the Green Mountain PRD Master Plan. SEPA and critical area reviews were performed as part of the master plan process.

b. The applicant proposes to divide the site into 159 lots: 46 lots for single-family attached dwellings 113 single-family detached dwellings.

c. Exhibits 38-40 include recommended changes to the Staff Report.

3. Engineer Michael Andreotti appeared on behalf of the applicant, AKS Engineering. He accepted the findings and conditions in the Staff Report, as modified, without exceptions.

4. The examiner closed the record at the conclusion of the hearing and announced his intention to approve the application subject to the findings and conditions in the Staff Report, as modified.

## **C. DISCUSSION**

1. City staff recommended conditional approval of the application, based on the affirmative findings in the Staff Report, as modified at the hearing. The applicant accepted those findings and conditions, as modified, without exceptions.

2. The examiner concludes that the affirmative findings in the Staff Report, as modified, show that the proposed preliminary plat generally does or can comply with the applicable standards of the Camas Municipal Code (the “CMC”) and Revised Code of Washington. The examiner adopts the affirmative findings in the Staff Report, as modified, as his own, except to the extent they are inconsistent with the following findings.

3. Jacob and Brittany Cocks objected to the proposed development due to concerns with increased stormwater runoff, traffic, elimination of open space, trees, and wildlife habitat. (Exhibit 10). While the examiner understands the Cocks’ concerns, those issues were considered and addressed through review of the Green Mountain Mixed Use PRD Master Plan, in which the site is planned for multi-family residential development. Traffic capacity was reserved for the projected traffic volume generated by full buildout of all development within the scope of the Master Plan. There are no wetlands or other critical areas on the site. The site, a former golf course, does not provide significant wildlife habitat.

#### **D. CONCLUSION**

Based on the above findings and discussion, the examiner concludes that SUB25-1007 (Lacamas Village Subdivision) should be approved, because it does or can comply with the applicable standards of the Camas Municipal Code and the Revised Code of the State of Washington, subject to conditions of approval necessary to ensure the final plat and resulting development will comply with the Code.

#### **E. DECISION**

Based on the findings, discussion, and conclusions provided or incorporated herein and the public record in this case, the examiner hereby approves SUB25-1007 (Lacamas Village Subdivision), subject to the following conditions of approval:

##### **Standard Conditions:**

1. Engineering site improvement plans shall be prepared in accordance with the City of Camas Design Standards Manual (CDSM) and CMC 17.19.040.
2. The engineering site improvement plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City’s Community Development Engineering Department for review and approval.
3. Per CMC 17.19.040.C.1 and 1.a: All utilities designed to serve the development shall be placed underground. Those utilities to be located beneath paved surfaces, including all service connections, shall be installed prior to application of any surface materials.
4. The installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
5. After the land-use decision is issued, the applicant is to submit the Civil construction plans via the online portal at [www.cityofcamas.us/Permits/Civil Construction Application](http://www.cityofcamas.us/Permits/Civil_Construction_Application).

6. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
  - a. Payment of the 1% plan review (PR) fee is required prior to start of initial plan review. Staff will review the preliminary engineer's estimate and invoice the applicant via the online portal.
  - b. Payment of the 2% construction inspection (CI) fee is required prior to final plan approval. Staff will invoice the applicant via the online portal.
  - c. Under no circumstances will the applicant be allowed to begin 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. Street names shall be reviewed and approved by the Building Official prior to final plan approval.
9. A 6-foot private utility easement (PUE) shall be located outside of the right-of-way on public streets and outside of the tracts on private streets.
10. A draft street lighting plan shall be submitted to engineering staff for review prior to submittal of final street lighting plan to Clark Public Utility.
11. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting and traffic control markings and barriers for the improved subdivision.
12. 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.
13. 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.
14. If in the event any items of archaeological interest is uncovered during the course of a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
15. The applicant shall comply with the recommendations in the geotechnical report that was prepared by GeoPacific Engineering, Inc., dated January 7, 2014, to minimize any potential hazards associated with construction.
16. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the city.
  - a. All designs will be in accordance with applicable City codes.
  - b. The maintenance of the entrance structure will be the responsibility of the homeowners or homeowners association.
17. Final plat submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050, and the Camas Design Standards Manual.

18. A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&Rs for ownership and maintenance of the private storm drainage systems, open spaces, retaining walls, fencing, walls, landscaping, irrigation, private roads, and tracts or easements outside of the City's right-of-way if applicable. Further, all necessary easements and dedications should be noted on the final plat.
19. Provisions for parking enforcement on private Tracts/access driveways, acceptable to the Fire Marshal, shall be included in the CC&Rs at the time of final platting.
20. Prior to final acceptance, the 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.
21. 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.
22. 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.
23. 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.
24. 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.
25. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
26. 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.
27. Per CMC 17.21.060.H Permits for one sales office and/or one model home per plat or phase may be issued after the final plat is recorded, and prior to final acceptance. Building permit applications for any other residential buildings will not be accepted until after final acceptance.
28. At the time of building permit approval, the applicant shall pay the appropriate impact fees in accordance with the provisions of CMC 3.88.
29. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three years after issuance of Certificate of Occupancy. If plantings fail to survive, the property owner shall promptly replace them.

30. Unless construction of this site commences within seven (7) years of issuance of this decision, this permit will expire per the recorded Green Mountain PRD Development Agreement (recording # 5134733).

**Special Conditions:**

31. The applicable conditions of approval of the Green Mountain Urban Village Short Plat (SP20-02) decision and the applicable plat notes of the recorded plat (recording #6275588) shall apply.

32. A single sales office in a model home for purpose of selling lots may be located within the development. Upon construction of the last unit, the model home/sales office shall be closed.

**Prior to Civil Construction Application:**

33. Prior to Civil Construction approval for the proposed development, the GMPRD UV Stage 3 plans are to be approved.

**Prior to Land-disturbing Activities:**

Engineering

[Storm Drainage]

34. Prior to any land disturbing activities all necessary erosion control BMP's, including temporary stormwater management, shall be in place.

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

[Erosion Control]

36. Prior to any land-disturbing activities, a copy of Ecology's NPDES GCSWP permit, the SWPPP with contractor information, and the financial security for erosion and sediment control are to be submitted to the city.

37. Prior to any land-disturbing activities, which includes tree cutting, clearing and grading, and an approved set of engineering plans, including the erosion prevention and sediment control measures is required.

**Prior to Engineering Plan Approval:**

Planning

38. The trail segments required per the Green Mountain Short Plat decision (SP20-02) shall be a minimum 6-feet wide and paved. A public access easement shall be placed over the 6-foot wide pedestrian trail.

39. Trail segments located outside of the boundaries of the Green Mountain Urban Village short plat shall be removed.

40. A public access easement shall be placed over the trail segment across commercial Lot 6 of the Green Mountain Urban Village short plat.

41. The applicant shall provide play equipment and/or benches or other park amenities within the open/space park areas as shown on the preliminary landscape plans.
42. Shared driveways shall be provided between lots smaller than 25-feet in width with a driveway access from a public-right-of-way, as the driveway throat shall not exceed 40% of the total lot frontage.
43. Prior to engineering plan approval, a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13 shall be submitted to the City for review and approval to include the following but not limited to:
  - a. A minimum of 142 street trees shall be shown on the final landscape plan. A street tree may be accommodated in the front yard dwelling unit if the street tree is not able to be located in the planter strip. Street trees adjacent to commercial lots 3, 4, 5 and 6 shall not be counted towards the street tree requirement.
  - b. Parking stalls shall include wheel stops adjacent to planter areas per CMC 18.13.060.F.
  - c. Plants utilized shall be per the approved City's Plan Materials list and per the Camas Design Manual planting specifications and landscape notes. Plants not on the approved City list, a characteristic card shall be submitted to the City for review and approval.
  - d. The planting specifications from the Camas Design Manual shall be included on the final landscape plan.
  - e. Irrigation shall be noted on the final landscape plan.
44. The 10-foot landscape tract (Tract G) shall be consistent with the existing fencing and landscaping installed along NE Ingle Road with the Thrive at Green Mountain subdivision, to include the following at a minimum:
  - a. A minimum 2-inch caliper tree every thirty feet on center, three-foot tall shrubs that form a continuous screen, and groundcover plants that fully cover the remainder of the landscape area.
  - b. A 6-foot tall sight obscuring fence with columns of physical indentations every fifty lineal feet should be located at the line that separates the lot from the 10-foot wide tract.
45. A minimum of 5 off-street parking stalls shall be provided in Phase 1.
46. The side lot lines of Lots 119-122 should extend to the back of sidewalk along Alley 4 (Tract 'U').
47. Prior to engineering plan approval, critical area fencing for wetland Tract E of the Urban Village short plat shall be shown on the civil plans and fencing specifications per CMC 16.5.210.C.2 shall be provided for City review and approval.
48. The open space/park areas, parking areas, and segments of trails shall be placed in tracts and the Homeowner's Association shall be responsible for ownership and maintenance. A public access easement shall be placed over the trails within the proposed development.

## Engineering

### [Water]

49. Prior to engineering plan approval, the water utility plans are to be revised to provide a looped water main from the intersection of proposed N. Fawn Loop (Tract H) and N. Eaglet Street through proposed Tract J (Alley 1) to the future intersection of Tract J and N. Eaglet Street.
50. N Alder Street & N. 87<sup>th</sup> Place: Prior to engineering plan approval, the utility plans are to be revised with a hard surface constructed over the public utility and access easement for the proposed 8-inch water main from proposed N. 87<sup>th</sup> Place, across Lot 6 of GMPRD UV Short Plat to tie into the future 8-inch water main in future N. Huerta Drive.
51. Prior to engineering plan approval, the applicant should submit revised water utility plans and landscape plans showing the locations of all proposed irrigation services and the size of each proposed irrigation meter.

### [Storm Drainage]

52. Prior to engineering plan approval, the applicant should submit a complete set of stormwater plans, which are to include plans, profiles, and details for the collection and conveyance system for review and approval, per MR #1 of the TIR Memo.
53. Prior to engineering plan approval, the stormwater plans are to be revised to include a stormwater manhole at the right-of-way between public and private roads and alleys, as the stormwater systems located in private roads and alleys are to be owned and maintained by the Homeowners Association (HOA).
54. Prior to engineering plan approval, the utility plans are to be revised with a hard surface constructed over the public utility and access easement for the proposed stormwater main from the proposed N. 87<sup>th</sup> Place, across Lot 6 of GMPRD UV Short Plat to tie into the future stormwater main in future N. Huerta Drive.
55. Prior to engineering plan approval, the applicant should submit a Final Stormwater Memo that includes source control BMPs, per MR #3, for the proposed development.
56. Prior to engineering plan approval, the applicant should submit a Final Stormwater Memo that includes the city's June 2022 Stormwater Sewer System Operations & Maintenance Manual.

### [Erosion Control]

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

### [Sanitary Sewage Disposal]

59. NE Ingle Road & NE 28<sup>th</sup> Street: Prior to engineering plan approval, the on-site sanitary sewer system for the proposed development are to be directed to the sanitary sewer main in NE Ingle Road.

60. Tract J (Alley 1) & Tract P (Alleys 2&3): Prior to engineering plan approval, the applicant is to work with staff to determine, based on grades, if a sanitary sewer main and sanitary sewer laterals to serve Lots 91-118 should be located in Tract P (Alleys 2 & 3) in lieu of Lots 91-118 served from the future sanitary sewer main in future NE 87<sup>th</sup> Avenue and future N. Huerta Drive.
61. N 87<sup>th</sup> Place, N. Alder Street, & Tracts V & Z: Prior to engineering plan approval, the utility plans are to be revised with a hard surface constructed over the public utility and access easement for the proposed sanitary sewer main from the end of proposed N. 87<sup>th</sup> Place, across Lot 6 of GMPRD UV Short Plat to tie into the future sanitary sewer main in future N. Huerta Drive
62. GMPRD UV Lot 6: Prior to engineering plan approval, the utility plans are to be revised with a hard surface constructed over the public utility and access easement for the proposed sanitary sewer main from the end of proposed N. 87<sup>th</sup> Place, across Lot 6 of GMPRD UV Short Plat to tie into the future sanitary sewer main in future N. Huerta Drive

### Roads

#### [Interior Public Roads]

63. Prior to engineering plan approval, the applicant is to work with engineering staff to determine the design features for traffic calming devices at the following locations:
  - a. At the intersection of N. Eaglet Street and N. 89<sup>th</sup> Avenue (renamed N. 88<sup>th</sup> Avenue).
  - b. A crosswalk, bump outs, and related signage between lots 71 and 72, on and across N 88<sup>th</sup> Place to the Open Space Tract P.
64. Prior to engineering plan approval, the future interior street names and numbers, public and private, are to be revised in accordance with the street names and numbers as determined by the Building Official.
65. N 88<sup>th</sup> Avenue (N 89<sup>th</sup> Avenue): Prior to engineering plan approval, the civil improvement signing and striping plans are to be submitted with the south side of N. 88<sup>th</sup> Avenue (N 89<sup>th</sup> Avenue) signed as 'No Parking' and removal of the existing 'No Parking' signs on the north side of N. 88<sup>th</sup> Avenue (N 89<sup>th</sup> Avenue).
66. N Eaglet Street: Prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with the west side of N. Eaglet Street signed as 'No Parking'.
67. N 88<sup>th</sup> Place: Prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with the north side of N. 88<sup>th</sup> Place signed as 'No Parking'.
68. N Alder Street: Prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with the east side of N. Alder Street signed as 'No Parking'.
69. N 87<sup>th</sup> Place: Prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with one side of N. 87<sup>th</sup> Place signed as 'No Parking'.

70. N 87<sup>th</sup> Place: Prior to engineering plan approval, the civil improvement plans are to be revised with the full 18-foot-deep parking spaces located behind the sidewalk and right-of-way with driveway approaches for vehicular access to Tract W.

[Private Parking Areas]

71. Tract L Private Parking Area: Prior to engineering plan approval, the civil improvement plans are to be revised with the parallel parking spaces shown in Tract L to not encroach on the 26-foot-wide Tract J (Alley 1).

72. Tracts N. & Q Private Parking Areas: Prior to engineering plan approval, the civil improvement plans are to be revised with the full 18-foot-deep parking spaces located behind the sidewalk and right-of-way with driveway approaches for vehicular access to Tracts N. and Q.

73. Tract W Private Parking Area: Prior to engineering plan approval, the civil improvement plans are to be revised with the full 18-foot-deep parking spaces located behind the sidewalk and right-of-way with driveway approaches for vehicular access to Tract W.

[Private Roads]

74. Tract I - N. Fawn Loop: Prior to engineering plan approval, the applicant should submit revised civil improvement plans for proposed N. Fawn Loop to meet the minimum Private Roadway Standard D, which requires the 48-foot-wide Tract; 28-foot paved surface; 5-foot sidewalks on both sides; minimum 4.5-foot planter strip on one side; and on-street parking on one side only.

75. Tract J – Alley 1: Prior to engineering plan approval, the applicant should submit revised civil improvement plans for proposed Tract J (Alley 1) with a minimum 26-foot-wide H20 loading rated hard surface with no obstructions, including parking spaces.

76. Tract L Open Space: Prior to engineering plan approval, the applicant should submit revised civil improvement plans with the five (5) proposed off-street parking spaces in Tract L Open Space, located such that they do not encroach on Tract J (Alley 1).

77. Tract O – Alleys 2&3: Prior to engineering plan approval, the applicant should submit revised civil improvement plans for proposed Tract O (Alleys 2&3) with a minimum 26-foot-wide H20 loading rated hard surface with no obstructions.

78. Tract U – Alley 4: Prior to engineering plan approval, the applicant should submit revised civil improvement plans for proposed Tract U (Alley 4) with a minimum 26-foot-wide H20 loading rated hard surface with no obstructions.

79. Prior to engineering plan approval, the applicant should provide a design for a ‘No Parking and Towing’ sign for review and approval. Said sign is to include contact information for a private towing company, as the city does not provide towing on private roads or alleys, nor does the city enforce no parking on private roads or alleys.

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

[Street lighting]

80. Prior to engineering plan approval all streetlight locations are to be shown on the street, utility, and landscape plans. Any streetlights provided for private streets are

required to be metered separately and are to be owned and maintained by the HOA / homeowners.

81. Prior to the applicant's submittal of electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., are to be submitted to the city for review and approval.

#### Traffic Impact Analysis

82. Prior to engineering plan approval, the site improvement plans are to include the site distance triangles at the intersections of all on-site road improvements and on the final landscape plans.

#### **Prior to Final Plat Approval:**

##### Planning

83. A note shall be added to the face of the final plat that all required tree plantings shall be maintained in good health and shall be promptly replaced (within six months) if damaged or in poor health.
84. All building envelopes and setbacks shall be shown on the final plat.
85. Plat notes shall be added to the face of the final plat regarding ownership and maintenance responsibilities of the individual Tracts.
86. A plat note shall be added to the face of the final plat regarding ownership and maintenance responsibilities of the public access pedestrian trail across commercial Lot 6.
87. The applicant shall submit to the City for review and approval a copy of the CC&R's.
88. Prior to final plat approval, the following note shall be added to the final plat:
  - a. Tract C, D and E of the Urban Village Short Plat are critical areas and shall be maintained in their natural state as described in the mitigation plans and owned and maintained by the Lacamas Village homeowners association, Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
89. Prior to final plat approval, the following note shall be added to the final plat:
  - a. The public pedestrian easement across trails located in Tracts A, B, C, D of the Urban Village Short Plat, and within the BPA right-of-way, shall be owned and maintained owned and maintained by the Lacamas Village homeowners association, and Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
90. An avigation easement shall be recorded on the title that provides notice that the property is located within an air traffic area and included as a note on the final plat.

##### Engineering

##### [Water]

91. Prior to final plat approval, the following note should be added to the final plat:

- a. An access and maintenance easement is granted to the City over and under the proposed 8-inch water mains located in the private roads (Tracts H and I) and the private alleys (Tracts J, O, U, and Z) for the purpose of inspection, maintenance and operation of said public water mains.
92. Prior to final plat approval, a recorded permanent access and maintenance easement is to be granted to the City over and under the proposed 8-inch water main located in the northwestern corner of Lot 6, from the end of proposed N. 87th Place, across Lot 6 to tie into the future water main in future N. Huerta Drive for the purpose of inspection, maintenance and operation of said 8-inch water main.

[Storm Drainage]

93. Prior to final plat approval, the following notes are to be added to the final plat stating that the Homeowners Association (HOA) is responsible for ownership and maintenance of the stormwater system located in private roads, private alleys, and Open Space Tracts.
- a. The stormwater systems that are located in the following private roads and alleys: Tract H, Tract I, Tract J, Tract O, Tract U, Tract X, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).
  - b. The stormwater collection system located in Open Space Tract Q, behind Lot 12 through 17, are to be owned and maintained by the Homeowners Association (HOA) and/or the individual homeowners that discharge to said system.
94. GMPRD Urban Village – Tract A & Tract B: Prior to final plat approval the following notes are to be added to the final plat:
- a. Tract A shall be owned and maintained by the Lacamas Village subdivision homeowners association, the Thrive at Green Mountain subdivision, and Commercial Lot 3 of the Urban Village, and/or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facility located in Tract A.
  - b. Tract B shall be owned and maintained by the Lacamas Village subdivision homeowners association and Commercial Lots 4, 5 and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located in Tract B.

[Sanitary Sewage Disposal]

95. Prior to final plat approval, the following note addressing the proportionate share amount per Lot, payable to the city for the North Shore Sewer Transmission System (aka NUGA-STs) is to be added to the final plat:
- a. At the time of building permit issuance, each Lot is subject to a \$1,235.77 fee per Lot, as the proportionate share contribution for the North Shore Sewer Transmission System, previously known and approved as the ‘North Urban Growth Area – Sewer Transmission System’ or NUGA-STs. If the NUGA

SDC fees are updated to include the proportionate share fee amount of \$1,235.77 per Lot, the proportionate share fee will no longer be required.

96. Private Roads (Tracts H & I) and Private Alleys (Tracts J, O, U, & Z): An access and maintenance easement is granted to the City over and under the proposed 8-inch sanitary sewer mains located in the private roads (Tracts H and I) and the private alleys (Tracts J, O, U, and Z) for the purpose of inspection, maintenance and operation of said public sanitary sewer mains.
97. Prior to final plat approval, an access and maintenance easement shall be granted to the City over and under the proposed 8-inch sanitary sewer main located in the northwestern corner of GMPRD UV Short Plat, Lot 6, from the end of proposed N. 87<sup>th</sup> Place, across Lot 6 to tie into the future sanitary sewer main in future N. Huerta Drive for the purpose of inspection, maintenance and operation of said public sanitary sewer main.

[Roads]

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

[Private Roads & Alleys]

99. Prior to final plat approval, the applicant should submit a revised preliminary plat with proposed N. Fawn Loop to meet the minimum Private Roadway Standard D, which requires the 48-foot-wide Tract; 28-foot paved surface; 5-foot sidewalks on both sides; minimum 4.5-foot planter strip on one side; and on-street parking on one side only.
100. Prior to final plat approval, a note is to be added to the plat stating that all private streets located in Tract H and Tract I; and private alleys located in Tract J, Tract O, Tract U, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).
101. Prior to final plat approval, a note is to be added to the final plat stating that the private parking areas located in Tract L, Tract N, Tract Q, Tract V, Tract W, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).
102. Prior to final plat approval, a note is to be added to the plat stating that 'other than in identified parking spaces, on-street parking is prohibited on both sides of Tract H, Tract J, Tract O, Tract U, and Tract Z.

**Prior to Final Acceptance:**

Planning

103. The applicant shall submit a Design Review land use application for City review and approval prior to final acceptance.
104. The trails and park amenities shall be installed prior to final acceptance.
105. Landscaping and irrigation adjacent to or within tracts shall be installed or bonded for as approved on the final landscape plans prior to final acceptance.
106. The critical area fencing along the Tract E of the Urban Village Short Plat shall be installed prior to final acceptance.

## Engineering

107. Prior to final acceptance the applicant should be required to install the 'No Parking and Towing' signs on the private roads and alleys.
108. Prior to final acceptance, the applicant should be required to pay to the City of Vancouver the proportionate share fees identified in the revised TIA Memo for future intersection improvements.
109. Prior to final acceptance, the applicant should be required to pay the proportionate share payment of \$23,069.00 for future improvements at the intersection of NE 13<sup>th</sup> Street and NE 192<sup>nd</sup> Ave. to the City of Vancouver.

### **Prior to Building Permit Approval:**

110. On corner lots, the side façade elevation facing the street shall provide architectural variation similar with the front building façade.
111. The rear building elevations on lots 12-17 facing NW Ingle Road shall maintain the architectural design of the front building façade.

### **Prior to Final Occupancy:**

112. Street trees, at a minimum 2-inch caliper, shall be installed prior to final occupancy or bonded and installed prior to expiration of the two year-warranty period, whichever comes first.

### **Proposed Plat Notes:**

1. A homeowner's association (HOA) will be required for this development. Copies of the CC&R's shall be submitted and on file with the City of Camas.
2. The homeowner's association is responsible for maintaining all private roads, private alleys, and associated infrastructure in this subdivision, including but not limited to the pavement, curbs, sidewalks, trail, fencing, landscaping, streetlights and storm drainage utilities.
3. The following minimum setbacks shall apply per the PRD Master Plan:
  - a. **Detached Single Family Residential Front-Loaded Garage setbacks:** front yard 18-feet, side yard 3-feet, side yard flanking a street 10-feet, rear yard 10-feet;
  - b. **Detached Single Family Residential Alley Loaded Garage setbacks:** front yard 6-feet or front yard @ open space 3-feet, side yard 3-feet, side yard flanking a street 10-feet, rear yard 3-feet or 18-feet;
  - c. **Attached Single Family Residential setbacks:** front yard 0-feet, side yard 0-feet, side yard flanking a street 0-feet, rear yard 0-feet (or rear yard is 3-feet or 18-feet if accessed by an alley).

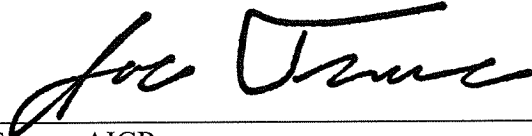
These setbacks are subject to franchise utility easements abutting right of way.

4. No further short platting or subdividing will be permitted once the final plat has been recorded.
5. The lots in this subdivision are subject to traffic impact fees, school impact fees, and park/open space impact fees. Each new dwelling unit will be subject to the

- payment of appropriate impact fees at the time of building permit issuance or as otherwise provided by the city.
6. Street trees shall be maintained in good health, and damaged or dying trees shall be promptly replaced (within six months) by the homeowner.
  7. Tract A shall be owned and maintained by the Lacamas Village subdivision homeowners association, the Thrive at Green Mountain subdivision, and Commercial Lot 3 of the Urban Village, and/or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facility located in Tract A.
  8. Tract B shall be owned and maintained by the Lacamas Village subdivision homeowners association and Commercial Lots 4, 5 and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located in Tract B.
  9. Tract C, D and E of the Urban Village Short Plat are critical areas and shall be maintained in their natural state as described in the mitigation plans and owned and maintained by Lacamas Village subdivision homeowners association, Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
  10. The public pedestrian easement across trails located in Tracts A, B, C, D of the Urban Village Short Plat, and within the BPA right-of-way, shall be owned and maintained owned and maintained by Lacamas Village subdivision homeowners association, and Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
  11. An access and maintenance easement is granted to the City over and under the proposed 8-inch water mains located in the private roads (Tracts H and I) and the private alleys (Tracts J, O, U, and Z) for the purpose of inspection, maintenance and operation of said public water mains.
  12. The stormwater systems that are located in the following private roads and alleys: Tract H, Tract I, Tract J, Tract O, Tract U, Tract X, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).
  13. The stormwater collection system located in Open Space Tract Q and the collection system and laterals located behind Lot 12 through 17, are to be owned and maintained by the Homeowners Association (HOA) and/or the individual homeowners that discharge to said system.
  14. At the time of building permit issuance, each Lot is subject to a \$1,235.77 fee per Lot, as the proportionate share contribution for the North Shore Sewer Transmission System, previously known and approved as the 'North Urban Growth Area – Sewer Transmission System' or NUGA-STs. If the NUGA SDC fees are updated to include the proportionate share fee amount of \$1,235.77 per Lot, the proportionate share fee will no longer be required.

15. An access and maintenance easement is granted to the City over and under the proposed 8-inch sanitary sewer mains located in the private roads (Tracts H and I) and the private alleys (Tracts J, O, U, and Z) for the purpose of inspection, maintenance and operation of said public sanitary sewer mains.
16. The private streets located in Tract H and Tract I; and private alleys located in Tract J, Tract O, Tract U, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).
17. Private parking areas located in Tract L, Tract N, Tract Q, Tract V, Tract W, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).
18. Tract H, Tract J, Tract O, Tract U, and Tract Z: Other than in identified parking spaces, on-street parking is prohibited on both sides of the street.
19. Tracts F, G, M, P, S are Open Space Tracts, which are intended for passive and recreational uses, to be owned and maintained by the HOA.
20. The property is located within Airport Overlay Zone C and subject to an aviation easement. Therefore, construction and remodeling techniques that decrease noise associated with airport operation and heavy air traffic areas should be considered

DATED this 25 day of February 2026.



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Joe Turner, AICP  
City of Camas Land Use Hearing Examiner