



STAFF REPORT

Lacamas Village subdivision

File No. SUB25-1007

Type III

Staff Report date: February 5, 2026

TO	Hearings Examiner	HEARING DATE	February 11, 2026
PROPOSAL	To develop Lots 1, 2 and 7 of the Green Mountain Urban Village Short Plat into 159 residential lots.		
LOCATION	The project site is located east of NE Ingle Road and north of NE Goodwin Road in the NW and SW ¼ of Section 21, and the NE and SE ¼ of Section 20, Township 2 North, Range 3 East of the Willamette Meridian, Clark County; and described as parcel numbers 172559000 and 986037656.		
APPLICANT	AKS Engineering 9600 NE 126 th Ave, Suite 2520 Vancouver, WA 98682	OWNER	Terrell & Associates 17933 NW Evergreen Pl, Suite 300 Beaverton, OR 97006
APPLICATION SUBMITTED	July 14, 2025; Resubmitted September 26, 2025	APPLICATION COMPLETE	October 8, 2025
PUBLIC NOTICES	Notice of Application was mailed to property owners within 300 feet of the site on October 22, 2025, and published in the Post Record on October 23, 2025. Legal publication #1044040. Notice of public hearing was mailed to property owners within 300 feet of the site on January 21, 2026, and published in the Post Record January 22, 2026. Legal publication #1065330.		

APPLICABLE LAW: The project site is part of and subject to the requirements of the Green Mountain Planned Residential Development (PRD) Development Agreement (DA), recorded January 6, 2015 (recording number 5134733). Per the recorded DA, the land use application is vested to the December 31, 2024 version of the Camas Municipal Code (CMC) including Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, specifically (but not limited to): Chapter 17.11 - Subdivision, Chapter 17.19 - Design and Improvement Standards, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, Chapter 18.19 - Design Review, and Chapter 18.55 - Administrative Procedures unless as otherwise provided for in the DA. [Note: Citations from Camas Municipal Code (CMC) are indicated in **bold** type.]

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SUMMARY

[Project Description]

Application has been made to the City of Camas for preliminary plat approval to subdivide three (3) parcels (Lots 1, 2 and 7) of the Green Mountain Urban Village short plat (recording number 6275588), which is part of the approved Green Mountain Planned Residential Development (PRD) Master Plan that is designated for multi-family residential development. The preliminary plat proposal would segregate 12.70-acres into a total of 159 lots, 46 single-family attached and 113 single-family detached, ranging in size from approximately 1,600 square feet to 3,417 square feet to accommodate front and alley loaded residential homes in three (3) separate phases. The proposal also includes trails, park area/open spaces, private access roads and parking areas.

The project site is surrounded by the Green Mountain Urban Village commercial vacant lots 3, 4, 5 and 6 to the South, the Thrive at Green Mountain subdivision and Green Mountain PRD Phase 2 community open space area to the North, the Green Mountain Mixed Use PRD Phase 2C subdivision open space area to the East and NE Ingle Road to the West. The site will be accessed from N. Boxwood Street, N. Eaglet Street, future NE 87th Avenue and future N Huerta Drive.

The site gently slopes downwards from east to west with some steeper slopes dispersed throughout the site. Existing site vegetation consists of scattered trees, shrubs and field grass with remnants of man-made ponds and sand pits from an old golf course.

[Background]

The proposed development is subject to the approved Green Mountain Mixed Use Planned Residential Development (PRD) Master Plan Development Agreement (DA) (via City Resolution 1315), the Green Mountain PRD and Subdivision decision (city file #SUB14-02), the Green Mountain Urban Village Short Plat decision (city file #SP20-02) , and the Urban Village Narrative for Green Mountain PRD, including any applicable vested codes and recorded plats. Review of this project is vested to the December 2014 version of the Camas Municipal Code per the provisions of the recorded DA.

On November 6, 2023, Council passed Ordinance No. 23-011 (Exhibit 27), changing the existing street names in the Thrive at Green Mountain plat (Exhibit 26, pages 2 and 3). The name changes are shown on the Clark County Property Information website but were not changed on the recorded plat for Thrive at Green Mountain (Exhibit 26). The documents submitted with this application reflect the adjacent street names as shown on the Thrive at Green Mountain plat (Exhibit 26). The discussion throughout the staff report reflects the existing street names per ORD 23-011 (Exhibit 27) and street names as shown on the preliminary plans in (parentheses).

The proposed preliminary plat does or can comply with the applicable standards of the Green Mountain Development Agreement (DA), Camas Municipal Code (CMC) and Revised Code of Washington (RCW), as discussed throughout this report, provided the applicant complies with the conditions of approval.

FINDINGS

Title 17 Land Development

SUBDIVISIONS

CMC CHAPTER 17.11

CMC Chapter 17.11.030(D) Criteria for Preliminary Plat Approval:

The hearings examiner decision on application for preliminary plat approval shall be based 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

Lots 1, 2 and 7 of the Urban Village is designated for multi-family residential development per the DA, similar to the Multifamily High designation in the city's Comprehensive Plan. Attached and detached residential dwellings are permitted uses in the multi-family residential zoning districts.

Neighborhood Goal L-3 states, "Create vibrant, stable and livable neighborhoods with a variety of housing choices that meet all stages in the life cycle and a range of affordability." The side building elevations on corner lots are highly visible from the street and should exhibit architectural variation similar to the front of the building façade in order to avoid blank walls thereby supporting the city's goal of creating vibrant and livable neighborhoods in Camas.

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 Policy 1.4: Ensure the park and recreation opportunities are distributed equitably throughout the City and work to achieve park and continuous trail corridors from Green Mountain to the Columbia River.
- LU Policy 3.1: Encourage a variety of housing typologies to support the overall density goal of six dwelling units per acre.
- LU Policy 3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- LU Policy 3.4: Camas residents are protective of the small-town ambiance and family-friendliness of the community. Discourage exclusive neighborhoods, privacy wall, and gated communities.
- LU Policy 3.5: Where neighborhoods adjoin natural areas or trails, ensure connections through neighborhoods to enhance access to recreation amenities.
- LU Goal 4: Develop an interconnected network of parks, trails, and open space to support wildlife corridors and natural resources and enhance the quality of life for Camas residents and visitors.
- T Policy 1.3: Construct streets that are interconnected and avoid long cul-de-sacs or dead ends.
- T Policy 2.1: Enhance travel choices and provide pedestrian and bicycle routes designed especially for them, not simply along routes designed for cars. Route planning should seek shortcuts and other opportunities that give walking or biking advantages over the automobile.
- T Policy 2.3: Include pedestrian and bicycle linkages in the construction of cul-de-sacs and other forms of dead-end streets. Existing dead-end streets should be retrofitted to provide bicycle and pedestrian linkages as practicable.

The proposed subdivision will help accommodate the projected growth through 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. Through alternative plat designs, the applicant has proposed a final plat design consisting of a street layout that provides vehicular and pedestrian circulation that interconnects not only the planned residential and commercial areas within the Urban Village but also with the adjoining area consistent with the Comprehensive plan policies identified above.

FINDING: Staff recommends a condition of approval that the side building elevations on corner lots should exhibit architectural variation similar to the front building façade.

Parks and Open Space Plan

The Green Mountain PRD Parks & Open Space (PRD PROS) Master Plan includes an extensive park/open space/trail network for active and passive recreation; yet parks/trails are not identified within the boundaries of the Urban Village area per the PRD PROS plan.

[Pedestrian Connections]

The approved Green Mountain Urban Village Short Plat (SP20-02) decision (Exhibit 32) did require a 6-foot-wide paved trail connection between Lots 1 and 2 of the Urban Village from the Thrive at Green Mountain subdivision to future NE 87th Avenue.

The applicant has provided a 6-ft wide paved pedestrian trail in proposed 'Tract F' connecting with the existing trail in the Open Space Tract F of the Thrive at Green Mountain subdivision, which traverses west-to-east and parallel to the existing Private N 89th Avenue (South Private Avenue) behind proposed Lots 1-8. The pedestrian trail in proposed 'Tract F' is buffered with landscaping to separate vehicle and pedestrian movements as shown on the preliminary landscape plan (Exhibit 16). This 6-ft wide pedestrian trail links to a proposed 6-ft wide sidewalk along the west side of N Eaglet Street that connects with future NE 87th Avenue to the south, which is in compliance with the short plat decision (Exhibit 32).

Staff recommends a condition of approval that pedestrian trails required by the Green Mountain Urban Village Short Plat (SP20-02) decision be a minimum of 6-feet wide and paved.

Staff recommends a condition of approval that a plat note be added to the face of the final plat that Tract F is to be owned and maintained by the Homeowners Association (HOA). A public access easement should be placed over the 6-foot-wide pedestrian trail.

Trail segments are proposed across commercial Lot 6 of the Urban Village Short Plat and open space Tract C of the Green Mountain Mixed Use PRD Phase 2 subdivision from proposed N 86th Place in Phase 3 to the existing pedestrian trail in Tract D of the Urban Village Short Plat. The trail segment located outside of the boundaries of the Green Mountain Urban Village Short Plat should be removed.

Staff recommends a condition of approval that prior to engineering plan approval the trail segment located outside of the boundaries of the Green Mountain Urban Village short plat should be removed.

Staff recommends a condition of approval that prior to engineering plan approval a public access easement should be placed over the trail segment across commercial Lot 6 of the Green Mountain Urban Village short plat.

Staff recommends a condition of approval that prior to final plat approval a plat note should be added identifying the ownership and maintenance of the pedestrian trail across commercial Lot 6.

Additional pedestrian pathways are provided from cul-de-sacs and dead-end streets as shown on the preliminary plat (Exhibit 19), including a pedestrian connection 'Tract M' between proposed lots 52-53

and 70-71 that provides a direct physical and visual connection from the large open space/park area within the Thrive at Green Mountain to the proposed open space/park area 'Tract P'. In addition, a pedestrian connection is provided from Alley 2 or 'Tract O' to proposed Tract P'. Proposed 'Tract P' provides for an open space connection between developments as well as enhance the walkability of the community. Staff are in support of these pedestrian connections.

[Park/Open spaces]

Although parks are not required within the boundaries of the Urban Village per the Green Mountain PRD Master Plan, the applicant has provided approximately 0.27-acres of a small park/open space area with playground equipment, benches and picnic tables in proposed 'Tract P' and 0.21-acres of an active recreation open space area in proposed 'Tract Y' as shown on the preliminary plat (Exhibit 19) and landscape plan (Exhibit 16).

Staff recommends a condition of approval that the trails and park amenities be installed prior to final acceptance.

FINDING: Staff finds, that as conditioned, this development can and will meet the goals and policies from the comprehensive plan and the Urban Village short plat trail requirements as noted above.

Neighborhood Traffic Management Plan

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

The Transportation Impact Study (TIA) prepared by Kittelson & Associates (Exhibit 20, Table 1, page 4), dated July 10, 2025, found the project projected to generate approximately 1,523 Average Daily Trips (ADTs) with 120 new AM Peak Hour trips (30 In / 90 Out) and 160 PM Peak Hour trips (101 In / 59 Out). Therefore, the proposed development is required to install traffic calming features.

Kittelson calculated the number of ADTs based on the 9th Edition of the Institute of Transportation Engineers (ITE) Manual when preparing the TIA for the proposed improvement. Footnote 1 to this information was provided stating that the consultant had compared the 9th Edition ITE manual to the 11th Edition ITE manual and the results were that fewer trips were projected for a total of 1,509 ADTs.

The 9th Edition ITE Manual, Land Use Code (LUC) 210 was applied to the proposed development citing 160 single-family detached dwelling units. Per the revised Overall Plat Map the proposed development will result in 54 attached single-family dwellings (LUC 215) and 105 detached single-family dwellings (LUC 210). This combination should result in a revision to the number of ADTs. Per the current 12th Edition ITE Manual, which went into effect in August 2025, the proposed development will result in 1,320 ADTs, which is in excess of 700 ADTs and will require the installation of acceptable traffic calming features.

Based on the projected ADTs and the layout of the development, the city engineering recommends that the applicant be conditioned to work with engineering staff to determine the design features for traffic calming devices at the following locations:

- Traffic circle at N 89th Avenue (renamed N 88th Avenue).
- Crosswalk, bump outs, and related signage between Lots 71 and 72, on and across N 88th Place.

Staff recommends a condition of approval that 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:

- Traffic circle at N 89th Avenue (renamed N 88th Avenue).
- Crosswalk, bump outs, and related signage between Lots 71 and 72, on and across N 88th Place.

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

Urban Village Planning Principles and Guidelines

Per the Urban Village Narrative for Green Mountain PRD (Exhibit 36), the goal of the Urban Village is to create an environment that is pedestrian and transit friendly, that provides a mix of compatible uses and is intended to create a vibrant place to live that connects with the surrounding area through architectural design, landscaping, trails and open spaces.

The proposed development incorporates the Urban Village area elements in a variety of ways such as providing a mix of attached and detached front and alley loaded housing typologies/densities while creating pedestrian friendly streetscapes with building facades that enhance the pedestrian environment. For example, the alley loaded products and wider sidewalks proposed along future NE 87th Avenue and future N Huerta Drive will provide for a pedestrian friendly street frontage with the future development of the commercial lots. In addition, the proposed open space/park area 'Tract P' provides a public gathering area where neighboring trails can connect to, which will further encourage a sense of community in the Urban Village area.

FINDING: Staff finds the proposed amenities and design help contribute to the character of the Urban Village and therefore meets the intent of the Urban Village Planning Principles and Guidelines.

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).

[Future NE 87th Avenue & Future N Huerta Drive]

The preliminary composite utility plans (Exhibit 37) reference 'existing' 8-inch water mains located in future NE 87th Avenue and future NE Huerta Drive. Additionally, there are water services referenced as 'existing' for the benefit of those lots fronting future NE 87th Avenue and future N Huerta, which is also incorrect. The sanitary sewer, water, and storm mains, shown as existing, are to be constructed with Green Mountain PRD Urban Village (GMPRD UV) Mixed Use Stage 3. However, the required infrastructure improvements for GMPRD UV Stage 3 have not been reviewed or approved.

The water utility plans for the proposed development, including locations for water services will be dependent on the approved GMPRD UV Stage 3 plans.

Staff recommends a condition of approval that prior to Civil Construction Application for the proposed development, that the GMPRD UV Stage 3 plans are to be approved.

N 89th Avenue (aka N 88th Avenue):

There is an existing 18-inch ductile iron (DI) water main located on the north side of N Boxwood Street. The Thrive at Green Mountain development extended an 8-inch DI water main from N Boxwood through N 89th Avenue (aka N 88th Avenue) to the intersection with N Eaglet Street.

Per the September 2025 Preliminary Composite Utility plans (Exhibit 37) the applicant is proposing to tap new water services for proposed Lots 45-61 on the south side N 89th Avenue (N 88th Avenue) off the existing 8-inch water main and to extend a new 8-inch water main from the intersection of N 89th Avenue (aka N 88th Avenue) west to the intersection with N Eaglet Street. **Staff supports this proposal.**

N Eaglet Street:

Per the September 2025 Preliminary Composite Utility plans (Exhibit 37) the applicant is proposing to extend the existing 8-inch water main constructed with the Thrive at Green Mountain development, south to the intersection of future N Eaglet Street and future N 87th Avenue to serve Lots 37-44. This future 8-inch water main is also shown to provide tees to allow for extending the water mains through proposed N 88th Place to serve Lots 62-90. **Staff supports this proposal.**

Proposed N Fawn Loop (Tract H):

There is a proposed 8-inch DI water main shown to serve Lots 1-36 in N Fawn Loop (Tract H) and Private Street (Tract G). The new 8-inch water main is shown to dead-end at a blow off at Lot 31. **The dead-end blow off at Lot 31 is not supported by Staff.**

Staff recommends a condition of approval that 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 N Eaglet Street.

Proposed N Alder Street & Proposed N 87th Place:

There is an existing 18-inch DI water main located on the north side of N Boxwood Street.

Per the September 2025 Preliminary Composite Utility plans (Exhibit 37), the applicant is proposing to tap an 8-inch DI water main from the existing 18-inch water main in N Boxwood Street and extend to and through proposed N Alder Street to proposed N 87th Place, N 86th Place, proposed Alley 4 (Tract V), and proposed Private Street (Tract Z) in order to serve Lots 119-160. **Staff supports this proposal.**

The preliminary utility plans also shows a looped system from proposed N Alder Street through proposed N 87th Place, and through GMPRD UV Short Plat Lot 6 (Commercial) to tying into the water main in future N Huerta Drive. **Staff supports the proposal.**

There will be a future public utility access and maintenance easement located in the northwestern corner of Lot 6 on the south side of Lot 7 (aka Phase 3) and east side of future N Huerta Drive for the benefit of Phase 3 of the proposed development. A hard surface is required over the utility easement for access and maintenance. Placement of any permanent structures or trees within the public utility easement on Lot 6 of GMPRD UV will not be permitted.

Staff recommends a condition of approval that 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 87th Place, across Lot 6 of GMPRD UV Short Plat to tie into the future 8-inch water main in future N Huerta Drive.

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat:

Proposed Plat Note:

- GMPRD UV Lot 6: An access and maintenance easement is 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 8-inch water main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said 8-inch water main.

Per CMC 17.19.040.C.4.a Each lot within the proposed development shall be served by a water distribution system. Said water system is to include a minimum 1-inch individual water service provided to each lot with water meter boxes located in the proposed planter strips or at back of sidewalk in areas where the sidewalk is curb tight.

Per the September 2025 Preliminary Composite Utility plans (Exhibit 37, Sheet P6.1), a minimum 1-inch water service and water meter box will be provided to each lot within the proposed development.

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. Fire hydrants are to be installed in accordance with Camas Design Standards Manual (CDSM) and Fire Department requirements.

Per CMC 17.19.040.C.4.d Landscaping in open space tracts must have a water service for an irrigation meter. Irrigation services are to be a minimum 1-inch service. The size of the irrigation meter is to be determined in advance and shown on the water utility plans and the landscape plans. The owner of the open space tract is responsible for installation of the meter and the water usage. Landscaping water services and meters are to be privately owned and maintained by the Owner and/or Homeowners Association (HOA).

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

Per the preliminary composite utility plans (Exhibit 37), the applicant has proposed 8-inch water mains and services to serve each Lot throughout the proposed development. The proposed 8-inch water mains are shown to be located in the proposed public and private roads, and alleys.

Staff recommends a condition of approval that prior to final plat approval, the following note should be added to the final plat:

Proposed Plat Note:

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.

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

Storm Drainage:

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

Per Clark GIS Property Information, the site for the proposed development, which consists of Lots 1, 2, and 7 of the Green Mountain PRD Urban Village (GMPRD UV) Short Plat is approximately 12.71 acres (553,648 SF) in size. Per Figure 1-3-1: Flow Chart for Determining Requirements for New Developments of Ecology's Stormwater Management Manual for Western Washington (SWMMWW), if the land-disturbing activities are greater than 5,000-square feet, minimum requirements (MRs) 1-9 will apply.

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

A Technical Stormwater Memorandum (TIR Memo), dated September 26, 2025 (Exhibit 22), was prepared by AKS Engineering & Forestry. Per the TIR Memo, stormwater runoff for the proposed development will be treated and detained in Tract A and Tract B stormwater facilities, that were designed as part of the Green Mountain PRD Urban Village (GMPRD UV) Short Plat (SP20-02) decision.

- The Tract A (Stage 1) stormwater facility and associated frontage improvements were constructed in 2024.
- Construction of the Tract B (Stage 2) stormwater facility and associated frontage improvements began the summer of 2025 and are anticipated to be completed in the summer of 2026.
- The GMPRD UV Stage 3 improvements, which will include the stormwater collection and conveyance systems in future NE 87th Avenue and future N Huerta Drive, which is required for the proposed development, has not been reviewed or approved.

Staff recommends a condition of approval that prior to any land-disturbing activities for the proposed development, the GMPRD UV Stage 3 stormwater collection and conveyance improvements are to be constructed.

The September 26, 2025, TIR Memo states that Minimum Requirements (MRs) 1 through 3 will be met with submittal and approval of the required stormwater plans, the site specific SWPPP, and the proposed BMPs (Best Management Practices) for source control for the proposed development. The TIR Memo also states that MRs 4 through 9 were addressed and met with the Final TIR for the GMPRD UV, dated August 25, 2020. All MRs are addressed below, and applicable conditions of approval are warranted and noted.

MR #1 – Preparation of Stormwater Site Plans: The preliminary composite utility plans (Exhibit 37) were incomplete, as the plans did not include a full set of stormwater plans; which are to include plans, profiles, and details for the collection and conveyance system.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit a complete set of stormwater plans, which are to include plans, profiles, and details for the collection and conveyance system for review and approval, per MR #1 of the TIR Memo.

Those portions of the stormwater system that are located within private roads and alleys are owned and maintained by the Homeowners Association (HOA), therefore a manhole is to be installed at the right-of-way where the stormwater mains transition from private to public.

Staff recommends a condition of approval that prior to engineering plan approval, the stormwater plans 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).

Staff recommends a condition of approval that 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.

Proposed Plat Notes:

- 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).
- 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.

Per the preliminary composite utility plans (Exhibit 37), the stormwater system located at the end of proposed N 87th Place is shown to be extended north westerly through GMPRD UV Short Plat Lot 6 to tie into the future stormwater main in future N Huerta Drive. **Staff supports the proposal.**

There will be a future public utility access and maintenance easement located in the northwestern corner of Lot 6 on the south side of Lot 7 (aka Phase 3) and east side of future N Huerta Drive for the benefit of Phase 3 of the proposed development. A hard surface is required over the utility easement for access and maintenance. Placement of any permanent structures or trees within the public utility easement on Lot 6 (GMPRD UV) will not be permitted.

Staff recommends a condition of approval that 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 87th Place, across Lot 6 of GMPRD UV Short Plat to tie into the future stormwater main in future N Huerta Drive.

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat:

Proposed Plat Note:

- GMPRD UV Lot 6: An access and maintenance easement is granted to the City over and under the proposed stormwater 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 stormwater main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said stormwater system.

MR #2 – Construction Stormwater Pollution Prevention Plan (SWPPP): The SWPPP was not included in the preliminary TIR Memo. The SWPPP is a component of Ecology's NPDES Temporary Construction Stormwater Permit.

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

MR #3 – Source Control of Pollution: Source Control BMPs are different from the required erosion prevention and sediment control BMPs that are included in the SWPPP. The preliminary TIR Memo did not address the various BMPs proposed for source control, as these will be addressed during engineering plan review. However, source control BMPs are not typically included in site improvement plans as these BMPs apply to practices after the improvements have been completed.

Staff recommends a condition of approval that 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.

MR #4 – Preservation of Natural Drainage Systems and Outfalls: Sufficiently addressed in the Green Mountain Urban Village TIR dated August 25, 2020, which sites Ecology's 2012 Stormwater Maintenance Manual for Western Washington (SWMMWW).

MR #5 – On-Site Stormwater Management: Sufficiently addressed in Section E of the Green Mountain Urban Village TIR dated August 25, 2020.

MR #6 – Runoff Treatment: Sufficiently addressed in Section F of the Green Mountain Urban Village TIR dated August 25, 2020.

MR #7 – Flow Control: Sufficiently addressed in Section G of the Green Mountain Urban Village TIR dated August 25, 2020.

MR #8 – Wetlands Protection: Sufficiently addressed in Section H of the Green Mountain Urban Village TIR dated August 25, 2020.

MR #9 – Operation and Maintenance (O&M): Section N, Appendix I, of the Green Mountain Urban Village TIR dated August 25, 2020, included the City of Camas 2009 O&M Manual. The city's O&M Manual was updated in June of 2022.

Staff recommends a condition of approval that 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*.

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

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

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

Stormwater runoff from the proposed development, Lots 1, 2, and 7 will be treated and detained in one of two stormwater facilities that are part of the Green Mountain PRD Urban Village (GMPRD UV) Short Plat, Tract A and/or Tract B.

Per CMC 14.02.090.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two years after date of final acceptance. The 2-year maintenance period shall run concurrently with the city's required two-year warranty period that begins at final acceptance.

Prior to end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that a fully functional facility is turned over to the new owners (e.g., homeowners' associations/homeowners).

GMPRD Urban Village – Tract A & Tract B:

At completion of the 2-year warranty period, which expires 2 years after issuance of final acceptance, the stormwater facilities in Tract A and Tract B will be owned and maintained by the Homeowner's Association/homeowners. Per CMC 14.02.C, the City shall have the right-of-entry and authority to inspect of the stormwater facilities located in Tract A and Tract B.

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

Proposed Plat Notes:

- Tract A shall be owned and maintained by Phases 1 and 2 of the Lacamas Village subdivision, 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.
- Tract B shall be owned and maintained by Phase 3 of the Lacamas Village subdivision 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.

FINDINGS: Staff finds that, as conditioned, the applicant can and will make adequate provisions for stormwater control, conveyance, and water quality treatment.

Erosion Control:

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

Per Clark GIS Property Information, the site for the proposed development, which consists of Lots 1, 2, and 7 of the Green Mountain PRD Urban Village (GMPRD UV) Short Plat is approximately 12.71 acres (553,648 SF) in size.

Per CMC 14.06.200 and CMC 17.21.030.B financial security for erosion control, in the amount of 200% of the estimated erosion control items is required prior to land-disturbing activities of one acre or more. The erosion control financial security is to be submitted to the city prior to start of any land-disturbing activities. Additionally, the applicant will be required to provide a copy of both their *NPDES General Construction Stormwater Permit* (GCSWP) and their *Stormwater Pollution Prevention Plan* (SWPPP), which is a requirement of the NPDES GCSWP permit. The NPDES GCSWP permit is issued by the Washington State Department of Ecology for land-disturbing activities of an acre or more.

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

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

Per CMC 17.21.030.A installation of erosion prevention / sediment control measures are required per an approved erosion and sediment control plan. The preliminary plans that were submitted with the application did not include a full set of erosion and sediment control plans.

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

Per CMC 17.21.030.C construction of storm drainage facilities required to detain and dispose of stormwater is to commence prior to work on other portions of the project. The city may require the construction of a temporary storm drainage facility that would bypass and protect the permanent facility until such time as the rest of the project is complete and ready for the permanent facility to be brought online.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should be required to include location/s of temporary storm drainage facilities as part of the Erosion Sediment Control (ESC) plans.

FINDINGS: Staff finds that, as conditioned, adequate provisions for erosion control can or will be made.

Sanitary Sewage Disposal:

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

There is an existing 10-inch gravity sewer main located on the west side of NE Ingle Road that is sufficiently sized to handle the proposed development. The existing 10-inch sanitary sewer main drains to the Goodwin Road Pump Station.

A '*Latecomer Reimbursement Agreement 5594198*' between the City and Developer, known as CLB Washington Solutions 1, LLC, of the Green Mountain PRD Phase 1 was recorded on March 25, 2019. The agreement was for sanitary sewer improvements required per the August 3, 2015, preliminary approval of SUB14-02, Green Mountain PRD Master Plan and Phase 1 of said PRD, which includes the installation of the Goodwin Road regional pump station and related sanitary sewer piping in NW Goodwin Road.

- Per Exhibit B *Goodwin Road Pump Station Improvements* of said agreement, Parcel #26 (Parent parcel #986037656) and Parcel #27 (Parent parcel #172559000), benefit from the Goodwin Road Pump Station Improvements.
- Per Exhibit C *Latecomer Reimbursement Fee Schedule* of said agreement, Parcel #26 and Parcel #27 have paid the Pump Station Latecomer ERU (Equivalent Residential Unit) fees. **Staff Concurs.**

The General Sewer Plan (GSP) Amendment of April 2010 provides a plan on how the Northshore (previously known as the North Urban Growth Area (NUGA)) will be served. The Northshore is divided into six basins served by multiple regional pump stations and major force main and gravity piping systems. The GSP calls for traditional gravity sewer flows (including solids) from all six basins to be directed south and east along the north side of Lacamas Lake.

The subject property is located in Basin 1 as shown in the GSP. As described above, Basin 1 is to be permanently serviced by the regional pump station and force main system along the north side of Lacamas Lake. The city constructed the North Shore Sewer Transmission System (aka NUGA-STS) in 2018. This system begins at the Goodwin Road Pump Station (No. 1), the regional pump station that is located on Goodwin Road just west of the intersection of Ingle Road and Goodwin Road.

The City's General Sewer Plan and Sewer System Development Charge Calculations assume that 66 percent of the permanent system will be constructed by the development community. As such, prior to building permit issuance, the Applicant will be required to provide a proportionate share payment of the NUGA-STS necessary to serve the site. The proportionate share amount has been determined to be \$1,235.77 per Lot.

Staff recommends a condition of approval that prior to final plat approval, the following plat note is to be added to the addressing the proportionate share amount per Lot, payable to the city for the North Shore Sewer Transmission System (aka NUGA-STS).

Proposed Plat Note:

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.

N Ingle Road & NE 28th Street:

Based on the limited volumetric capacity of the existing sanitary sewer main in NE 28th Street, all of the on-site sanitary sewer within the proposed development shall be directed to the existing sanitary sewer main NE Ingle Road.

Staff recommends a condition of approval that prior to engineering plan approval, the on-site sanitary sewer system for the proposed development and future sanitary sewer improvements for the GMPRD UV Short Plat Lots 3, 4, 5, and 6 are to be directed to the sanitary sewer main in NE Ingle Road.

Future NE 87th Avenue & Future N Huerta Drive:

The preliminary composite utility plans (Exhibit 37) reference an 'existing' 8-inch sanitary sewer mains located in future NE 87th Avenue and future NE Huerta Drive. Additionally, there are sanitary sewer laterals referenced as 'existing' for the benefit of those lots fronting future NE 87th Avenue and future N Huerta, which is also incorrect. The sanitary sewer, water, and storm mains, shown as existing, are to be constructed with Green Mountain PRD Urban Village (GMPRD UV) Mixed Use Stage 3. However, the required infrastructure improvements for GMPRD UV Stage 3 have not been reviewed or approved.

The sanitary sewage utility plans for the proposed development, including locations for sanitary sewer laterals will be dependent on the approved GMPRD UV Stage 3 plans.

Staff recommends a condition of approval that prior to Civil Construction Application for the proposed development, that the GMPRD UV Stage 3 plans are to be approved.

N 89th Avenue (aka N 88th Avenue):

There is an existing 8-inch sanitary sewer main located on the south side of N 89th Avenue (N 88th Avenue) that was constructed with the Thrive at Green Mountain development and to the intersection with N Eaglet Street.

Per the September 2025 Preliminary Composite Utility plans (Exhibit 37) the applicant is proposing to tap new sewer laterals for proposed Lots 45-61 off the existing 8-inch sanitary sewer main. **Staff supports the proposal.**

N Eaglet Street:

Per the September 2025 Preliminary Composite Utility plans (Exhibit 37) the applicant is proposing to extend the existing 8-inch sanitary sewer main constructed with the Thrive at Green Mountain development, south to the intersection of future N Eaglet Street and future N 87th Avenue to serve Lots 37-44. This future 8-inch sanitary sewer main is also shown to extend the sanitary sewer mains to the east and west through proposed N Fawn Loop (Tract H), proposed Private Street (Tract G), south through N Fawn Loop to Alley 1 (Tract J), proposed N 88th Place to serve Lots 62-90. **Staff supports the proposal.**

Tract J (Alley 1) & Tract P (Alleys 2 & 3):

Per the September 2025 Preliminary Composite Utility plans (Exhibit 37) the applicant is proposing to provide 6-inch sanitary sewer laterals to Lots 18-30, and Lots 91-118 from the future sanitary sewer mains in future NE 87th Avenue and future N Huerta Drive.

Staff recommends a condition of approval that 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 87th Avenue and future N Huerta Drive.

Proposed N 87th Place, N Alder Street, Tract V, & Tract Z (Proposed Lots 124-160):

Per the September 2025 Preliminary Composite Utility plans (Exhibit 37), the applicant is proposing to serve Lots 124-160 with an 8-inch sanitary sewer main system that will tie into the future 8-inch sanitary sewer main located in future N Huerta Drive. Said sanitary sewer main is shown to extend through GMPRD UV Short Lot 6. ***Staff supports the proposal.***

There will be a future public utility access and maintenance easement located in the northwestern corner of Lot 6 on the south side of Lot 7 (aka Phase 3) and east side of future N Huerta Drive of the proposed development for the benefit of Phase 3. A hard surface required over the utility easement for access and maintenance. Placement of any permanent structures or trees within the public utility easement on Lot 6 (GMPRD UV) will not be permitted.

Staff recommends a condition of approval that 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 87th Place, across Lot 6 of GMPRD UV Short Plat to tie into the future sanitary sewer main in future N Huerta Drive

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat:

Proposed Plat Note:

- GMPRD UV Lot 6: An access and maintenance easement is granted to the City over and under the proposed 8-inch sanitary sewer 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 sanitary sewer main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said public sanitary sewer main.

Per the preliminary composite utility plans (Exhibit 37), the applicant has proposed a minimum 8-inch gravity sewer main with sanitary sewer manholes and 6-inch sewer laterals to each Lot throughout the proposed development. The proposed 8-inch sanitary sewer mains, sewer manholes, and 6-inch sanitary laterals are shown to be located in the proposed public and private roads, and alleys.

Staff recommends a condition of approval that prior to final plat approval, the following note should be added to the final plat:

Proposed Plat Note:

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.

FINDING: Staff finds that, as conditioned, adequate provisions for sanitary sewer disposal can or will be made.

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

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

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

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

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

Roads:

Streets for the proposed development shall be designed in accordance with CMC 17.19.040.B Streets and the Camas Design Standards Manual (CDSM).

The proposed development is located on the east side of NE Ingle Road and the north side of NE 28th Street. NE Ingle Road is designated as an unimproved 2-lane collector and NE 28th Street is designated as an unimproved 2-lane arterial in the vicinity of the proposed development, per the 2016 Road Designation Comprehensive Plan. The proposed development will also be located on the south side of N Boxwood Street, which is considered an improved 3-lane collector with curb, gutter, and sidewalks on both sides of the road.

Per CMC 17.19.040.B.7 All street names, street numbers, and building numbers shall be assigned in accordance with CNC 12.24. Street naming is the responsibility of the Building Official. The street names and numbers, as shown on the preliminary plat (Exhibit 13) will be revised per the Building Official. These names are subject to change during the engineering plan review process.

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

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

On November 6, 2023, Council passed Ordinance No. 23-011 (Exhibit 27), changing the originally approved street names as shown on the Thrive at Green Mountain plat (Exhibit 26). The street names shown on the Clark County Property Information (GIS) website were not changed on the recorded plat for Thrive at Green Mountain. The documents submitted with this application reflect the adjacent street names as shown on the Thrive at Green Mountain plat (Exhibit 26).

The following discussion reflects the existing street names per ORD 23-011 (Exhibit 27) with the proposed street names, as shown on the preliminary plat (Exhibit 13) and plans in (parentheses).

[Public Roads]:

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

The GMPRD UV short plat half-width street improvements required along the NE 28th Street and NE Ingle Road will be constructed with the GMPRD UV Tract B, Stage 2 plans (Exhibit B). Construction on the Tract B improvements began late summer 2025 and are projected to be completed in late summer 2026.

The proposed development will be accessed off NE Ingle Road via the future NE 87th Avenue and NE 28th Street via the future N Huerta Drive. Construction of future NE 87th Avenue and future N Huerta Drive will require review and approval of the GMPRD UV Stage 3 plans.

The preliminary plat and plans for the proposed development indicate that future NE 87th Avenue and future N Huerta Drive are existing. ***This is incorrect as the GMPRD UV Stage 3 plans have not been reviewed or approved.***

Staff recommends a condition of approval that prior to submitting the engineering plans for the proposed development, that the GMPRD UV Stage 3 plans are to be approved.

[Interior Public Roads]:

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

N 88th Avenue (N 89th Avenue)

The north side of N 88th Avenue was constructed with the Thrive at Green Mountain development with on-street parking permitted on the north side. Per the preliminary plat (Exhibit 19) dated December 16, 2025, the proposed development will complete construction of the south side of N 88th Avenue to provide the full 52-foot right-of-way, 28-foot paved surface, 7-foot planter strip, and 5-foot detached sidewalk. Proposed Lots 45 through 61 are shown to have driveway access onto N 88th Avenue (N 89th Avenue), therefore, on-street parking will not be permitted on the south side of N 88th Avenue (N 89th Avenue).

The Thrive at Green Mountain development was required to install 'No Parking' signs on the north side of N 88th Avenue (N 89th Avenue) as part of the half-width road improvements. The proposed development will have to remove the 'No Parking' signs on the north side and install 'No Parking' signs on the south side of N 88th Avenue (N 89th Avenue) with their frontage improvements on the south side.

Staff recommends a condition of approval that prior to engineering plan approval, the civil improvement signing and striping plans are to be submitted with the south side of N 88th Avenue (N 89th Avenue) signed as 'No Parking' and removal of the existing 'No Parking' signs on the north side of N 88th Avenue (N 89th Avenue).

N Eaglet Street

The northern end of N Eaglet Street was constructed with the Thrive at Green Mountain. Per the preliminary plat (Exhibit 19) dated December 16, 2025, the proposed development will extend the existing N Eaglet Street to the southeast to the future NE 87th Avenue. The proposed extension of N Eaglet Street is shown to meet the CDSM Table 2 – General Guidelines for Geometry of 2-lane local neighborhood road. Parking is permitted on one side of the road only.

Per the on-street parking plan as shown on Preliminary Parking Plan (Exhibit 18) and the Preliminary Plat (Exhibit 19) dated December 16, 2025, proposed Lots 37 through 44 are shown to have driveway access onto the west side N Eaglet Street, therefore on-street parking is permitted on the east side of N Eaglet Street between N 88th Avenue (N 89th Avenue) and proposed N 88th Place only.

Staff recommends a condition of approval that 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'.

Proposed N 88th Place

Per the preliminary plat (Exhibit 19) dated December 16, 2025, proposed N 88th Place is shown to meet the CDSM Table 2 – General Guidelines for Geometry of 2-lane local neighborhood road. Parking is permitted on one side of the road only. Proposed Lots 62 through 78 are shown to have driveway access onto N 88th Place, therefore on-street parking is to be on the south side of N 88th Place only.

Staff recommends a condition of approval that prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with the north side of N 88th Place signed as 'No Parking'.

Additionally, the preliminary plat shows two off-street parking areas in Tract N and Tract Q. Tracts N and Q are to be owned and maintained by the Homeowners Association (HOA), therefore, the full 18-foot-deep parking spaces are to be located outside of the public right-of-way with driveway approaches for vehicular access.

Staff recommends a condition of approval that prior to engineering plan approval, the civil improvement plans are to be revised with the full 18-foot-deep parking spaces located outside of the public right-of-way with driveway approaches for vehicular access to Tracts N and Q.

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat stating that Tract N and Tract Q parking areas are to be owned and maintained by the Homeowners Association (HOA).

Proposed Plat Note:

- Tract N and Tract Q are private parking areas owned and maintained by the Homeowners Association (HOA).

Proposed N Alder Street

Per the preliminary plat (Exhibit 19) dated December 16, 2025, proposed N Alder Street is shown to meet the CDSM Table 2 – General Guidelines for Geometry of 2-lane local neighborhood road. Parking is permitted on one side of the road only. Proposed Lots 152 through 159 are shown to have driveway access onto N Alder Street, therefore on-street parking is to be on the west side of N Alder Street only.

Staff recommends a condition of approval that 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'.

Proposed N 87th Place

Per the preliminary plat (Exhibit 19) dated December 16, 2025, proposed N 87th Place is shown to meet the CDSM Table 2 – General Guidelines for Geometry of 2-lane local neighborhood road. Parking is permitted on one side of the road only. Proposed Lots 131 through 138 and Lots 139 through 143 are shown to have driveway access onto N 87th Place. Due to the number of lots on the north side, on-street parking is to be on the south side of N 87th Place only.

Staff recommends a condition of approval that prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with the north side of N 87th Place signed as 'No Parking'.

Additionally, the preliminary plat shows an off-street parking area in Tract W. Tract W is to be owned and maintained by the Homeowners Association (HOA), therefore, the full 18-foot-deep parking spaces are to be located outside of the public right-of-way with driveway approaches for vehicular access.

Staff recommends a condition of approval that prior to engineering plan approval, the civil improvement plans are to be revised with the full 18-foot-deep parking spaces located outside of the public right-of-way with driveway approaches for vehicular access to Tract W.

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat stating that Tract W parking area is to be owned and maintained by the Homeowners Association (HOA).

Proposed Plat Note:

- Tract W is a private parking area owned and maintained by the Homeowners Association (HOA).

Proposed N 86th Place

Per the preliminary plat (Exhibit 19) dated December 16, 2025, proposed N 86th Place is shown to meet the CDSM Table 2 – General Guidelines for Geometry of 2-lane local neighborhood road. Parking is permitted on one side of the road only. Proposed Lots 144 through 147 are shown to have driveway access onto N 86th Place. Proposed N 86th Place is a dead-end hammerhead at the southern end of proposed N Alder Street, with a private parking area, Tract X, on the western end and a private street and private parking, Tract Z, with access to Lots 148 through 151 on the east end. Due to Lots 144 through 147 taking access on the south side, the limited street frontage on the north side, and private parking areas in Tracts X and Z, on-street parking is to be prohibited on both sides of proposed N 86th Place.

Staff recommends a condition of approval that prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with both sides of N 86th Place signed as 'No Parking'.

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat stating that Tract X and Tract Z parking areas are to be owned and maintained by the Homeowners Association (HOA).

Proposed Plat Note:

- Tract X and Tract Z are private parking areas that are owned and maintained by the Homeowners Association (HOA).

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.

Per the preliminary plat (Exhibit 19) dated December 16, 2025, all curb radii as shown at the intersections of proposed and existing roads meet the minimum curb radii.

Per CMC 17.19.040.B.10.b.i Block lengths shall not exceed the maximum access spacing for the roadway class per the city's Design Standards Manual. The maximum block length for a local roadway classification is 600-feet.

Per the preliminary plat (Exhibit 19) dated December 16, 2025, the interior local block lengths do not exceed the maximum 600-foot block length standard for a local roadway classification.

Per CMC 17.19.040.B.5 dedication of additional right-of-way may be required for a development when necessary to meet the minimum street width standards.

All public right-of-way will be dedicated with final plat approval for the following proposed public roads; N 88th Avenue (N 89th Avenue); N Eaglet Street; proposed N 88th Place; proposed N Alder Street; proposed N 87th Place; and Proposed N 86th Place.

[Private Roads]:

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

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

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

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

Per CDSM Table 1 – Guidelines for Geometry of Private Roadway D, access to five or more dwelling units greater than 300-feet in length, requires a minimum tract width of 48-feet, a minimum 28-foot-wide paved surface, a 5-foot sidewalks on both sides, and a 4.5-foot planter strip on one side, with on-street parking on one side only.

Per CDSM, Section V – Engineering Details, Street Details, a paved surface is measure from face-of-curb to face-of-curb or edge-of-pavement to edge-of-pavement.

Per the applicant's Narrative (Exhibit 1) Section 5. Conform to the Camas Design Standards Manual, page 14, the "... private streets or alleys planned with this project. *Tract H is the only private street within the project boundary. Tract H is greater than 300 feet long and serves more than five lots; therefore, Tract H is subject to the City of Camas Private Street D standards, with a minimum tract width of 48 feet, and a minimum pavement width of 28 feet.*"

Tract I – Private Road N Fawn Loop

Per the preliminary plat (Exhibit 19) dated December 16, 2025, N Fawn Loop is approximately 420-feet in length as measured from the centerline of N Eaglet Street to the centerline of Alley 1 (Tract J) and provides access to 23 dwelling units (Lots 1-17, and Lots 31-36). A separate private road, Tract H, is accessed off N Fawn Street to provide access to 4 of the 23 dwelling units, Lots 8-11.

Proposed N Fawn Loop, along the frontage of Lots 1-7 and the side yards of Lots 36 and 37, is shown to consist of a 48-foot-wide tract; 26.5-feet paved surface; a 5-foot attached sidewalk on the north side; and a 5-foot detached sidewalk and a 5-foot planter on the south side. The section of N Fawn Loop that is located along the frontage of Lots 12-17 and Lots 31-36 is shown to consist of a 48-foot-wide tract; 25-foot paved surface; 7-foot-wide sidewalk and 4.5-foot planter on the west side; and a sidewalk on the east side that is not dimensioned. Per CDSM Street Standards, paved widths are measured from face-of-curb to face-of-curb. **Staff does not support the private road design as shown.**

As shown on the preliminary plat (Exhibit 19), the 48-foot tract width is met, however, the remaining elements of the design for Tract I, proposed N Fawn Loop does not meet the minimum Private Roadway D standard.

Staff recommends a condition of approval that 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.

Staff recommends a condition of approval that 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.

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat stating that Tract I - N Fawn Loop, is to be owned and maintained by the Homeowners Association (HOA).

Proposed Plat Note:

- Tract I - N Fawn Loop is to be owned and maintained by the Homeowners Association (HOA).

Tract H – Private Road off N Fawn Loop

Per the preliminary plat (Exhibit 19) dated December 16, 2025, private road, Tract H, is approximately 120-feet in length as measured from the centerline of N Fawn Loop, Tract I; provides access to four dwelling units (Lots 8-11) and is shown as a 20-foot wide tract. A dead-end turnaround is not required.

Tract H – Private Street meets the CDSM Table 1 – Guidelines for Geometry of Private Roadway A. Said access is to provide a minimum 12-foot-wide paved surface, which will be required during civil plan review.

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat stating that Tract H – Private Street is to be owned and maintained by the Homeowners Association (HOA).

Proposed Plat Note:

- Tract H – Private Street is to be owned and maintained by the Homeowners Association (HOA).

Tract Z – Private Road off N 86th Avenue

Per the preliminary plat (Exhibit 19) dated December 16, 2025, private road, Tract Z is shown as a private road providing access to 4 dwelling units (Lots 148-151) on the south side. Tract Z also includes 6 parking spaces on the north side. The total width of Tract Z is approximately 42-feet-wide, which provides the minimum 24-foot-wide 2-way drive aisle width for vehicular movements to both driveways and parking spaces. The total length of Tract Z is approximately 140-feet as measured from the centerline of proposed N Alder Street; therefore, a dead-end turnaround is not required.

CMC 18.18.060 requires the off-street parking areas to be located within a tract and CMC 17.19.040.A requires private streets be located in a tract that is owned and maintained by the Homeowners Association (HOA). Staff supports a deviation from these two standards that will allow Tract Z to consist of the private off-street parking spaces and the private road and to be owned and maintained by the Homeowners Association (HOA).

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat stating that Tract Z – Private Street and Private Off-street parking is to be owned and maintained by the Homeowners Association (HOA).

Proposed Plat Note:

- Tract Z – Private Street and Private Off-street parking is to be owned and maintained by the Homeowners Association (HOA).

Per CMC 17.19.040.A.7 Access requirements for recycle service, garbage service, and emergency vehicles are to be provided.

The Green Mountain PRD area is served by Waste Connections for garbage and recycling services. A minimum 26-foot-wide paved surface is required for Waste Connection vehicles accessing garbage and recycling bins. Lots 18-30, Lots 79-113, and Lots 119-138 are front loaded lots that will have garbage and recycling bins picked up via the adjacent alleys. Emergency services also require a 26-foot-wide tract to access dwelling units that are only accessible via alleys. During engineering plan review for Thrive at Green Mountain, the adjacent development, staff supported a 26-foot-wide tract with 24-feet of paved surface

and no other obstructions within the 26-foot tract as the alley was the only access to a Lots to the east of N Boxwood Street.

Per the applicant's Narrative (Exhibit 1) Section 7, page 14. Access requirements for recycle service, garbage service, and emergency vehicles are provided. *"Garbage and recycling for lots accessing from private street tracts will be picked up within the private street and alley tracts.*

[Alleys – Private]

Per CDSM Table 1 – Guidelines for Geometry of Private Roadway – Alleys require a minimum 18-foot street width or greater if required by FMO.

Tract J – Alley 1 off N Fawn Loop

Per the preliminary plat (Exhibit 19) dated December 16, 2025, private road, Tract J, is shown to consist of a 26-foot-wide tract that includes a 17-foot-wide paved surface, 2-foot-wide flat curb on the north side, a 2-foot-wide rolled curb on the south side, a 5-foot-wide pedestrian sidewalk on the north side. **Staff does not support Tract J as shown.**

Additionally, there are five (5) private parking spaces in Tract L (Exhibit 18) that are shown to encroach on Tract J. **Staff does not support the private parking spaces in Tract L encroaching on Tract J.**

Staff recommends a condition of approval that 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.

Staff recommends a condition of approval that 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).

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat stating that Tract J – Alley 1 is to be owned and maintained by the Homeowners Association (HOA).

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat stating that Tract L Open Space and Private Parking is to be owned and maintained by the Homeowners Association (HOA).

Proposed Plat Note:

- Tract J – Alley 1 is to be owned and maintained by the Homeowners Association (HOA).
- Tract L – Open Space & Private Parking are to be owned and maintained by the Homeowners Association (HOA).

Tract O – Alley 2 & Alley 3 off N Eaglet Street and N 88th Place

A minimum 26-foot-wide paved surface is required for Waste Connection vehicles accessing garbage and recycling bins. Lots 79-113 are front loaded lots that will have garbage and recycling bins picked up via the adjacent alleys. Emergency services also require a 26-foot-wide tract to access dwelling units that are only accessible via alleys. Proposed Lots 81-90 are only accessible via Alley 2 and Alley 3 of Tract O.

Per the preliminary plat (Exhibit 19) dated December 16, 2025, private road, Tract O, is shown to consist of a 26-foot-wide tract that includes a 17-foot-wide paved surface, 2-foot-wide rolled curb on both sides, and a 5-foot-wide pedestrian sidewalk on the north side. **Staff does not support Tract O as shown.**

Staff recommends a condition of approval that 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.

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat stating that Tract O – Alley 2 and Alley 3 is to be owned and maintained by the Homeowners Association (HOA).

Proposed Plat Note:

- Tract O – Alley 2 and Alley 3 is to be owned and maintained by the Homeowners Association (HOA).

Tract U – Alley 4 off N Alder Street & N 87th Place

Per the preliminary plat (Exhibit 19) dated December 16, 2025, private road, Tract U is shown to consist of a 26-foot-wide tract that includes a 17-foot-wide paved surface, 2-foot-wide flat curb on the north side, a 2-foot-wide rolled curb on the south side, a 5-foot-wide pedestrian sidewalk on the north side. **Staff does not support Tract U as shown.**

Staff recommends a condition of approval that 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.

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat stating that Tract U – Alley 4 is to be owned and maintained by the Homeowners Association (HOA).

Proposed Plat Note:

- Tract U – Alley 4 is to be owned and maintained by the Homeowners Association (HOA).

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

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat stating that all private streets and alleys located in Tract H, Tract I, Tract J, Tract O, Tract U, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).

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

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company, as the city does not provide towing on private roads or alleys, nor does the city enforce no parking on private roads or alleys.

Staff recommends a condition of approval that prior to final acceptance the applicant should be required to install the 'No Parking and Towing' signs on the private roads and alleys.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat stating that 'on-street parking is prohibited on both sides of Tract H, Tract J, Tract O, Tract U, and Tract Z.

Proposed Plat Note:

- Tract H, Tract J, Tract O, Tract U, and Tract Z: On-street parking is prohibited on both sides of the street.

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

[Street lighting]:

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

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

Staff recommends a condition of approval that prior to engineering plan approval all streetlight locations are to be shown on the street, utility, and landscape plans. Any streetlights provided for private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.

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

[Driveways]:

Per the City of Camas Street Details for driveways (ST14-16), the driveway throat cannot exceed 40% of the total lot frontage. Ten (10) foot wide driveways are proposed for the front-loaded lots. Any lot widths smaller than 25-feet, such as lots 51-54 and lots 69-72, would exceed the 40%.

Staff recommends a conditional of approval that shared driveways be provided between lots smaller than 25-feet in width as the driveway throat shall not exceed 40% of the total lot frontage.

[Street trees and Landscaping]:

CMC 17.19.030.F.1 requires one 2-inch diameter street tree in the planter strip of the right-of-way, or similar location in the front yard of each dwelling unit, with the exception of flag lots and lots accessed by tracts. Of the proposed 159 lots, 110 street trees are proposed within the boundaries of the plat per the preliminary landscape plan (Exhibit 16). Five (5) lots, lots 7-11, are accessed by a tract and therefore are not required to provide a street tree. Because twelve (12) lots, lots 79-90, front a park/open space area 'Tract P', street trees are not required for those lots. Street trees adjacent to commercial lots 3, 4, 5 and 6 as shown on the preliminary landscape plan (Exhibit 16) are located outside of the boundaries of the preliminary plat and therefore should not be counted towards this street tree requirement. With that, a total of 142 street trees are required. As proposed, the development needs an additional 32 street trees for compliance with this requirement. A street tree may be accommodated in the front yard of a dwelling unit if the street tree is not able to be located in the planter strip due to driveways, streetlights and utilities.

Staff recommends a condition of approval that the applicant submit a revised landscape plan showing a total of 142 street trees prior to engineering plan approval.

Staff recommends a condition of approval that the street trees adjacent to commercial lots 3, 4, 5 and 6 should not be counted towards the street tree requirement.

The applicant will also be required to provide acceptable fencing and landscaping behind lots 12-17 in accordance with CMC 17.19.030.D.6 *Double Frontage Lots* as further discussed under criterion 5 below. The street tree plantings and other landscaping as discussed throughout this report should be included on the landscaping plans with the engineering plan submittal for the site improvements.

Staff recommends a condition of approval that the applicant submit to the City for review and approval a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13 and include plantings from the City's approved plant list. All landscaping and irrigation should be installed or bonded prior to final acceptance. Street trees adjacent to individual lots should be installed prior to final occupancy or bonded and installed prior to expiration of the two year-warranty period, whichever comes first and conditioned as such.

Staff recommends a condition of approval that a note is added to the face of the plat that all required tree plantings be maintained in good health and should be promptly replaced (within six months) if damaged or in poor health.

[Parking]:

CMC 17.19.040.B.10.c, requires one off-street parking space for every five (5) units if the average lot size is less than 7,500 square feet. The proposed average lot size falls below 7,500 square feet and as such, 32-off street parking spaces are required. The applicant has provided 37 off-street parking spaces in compliance with this requirement.

Approximately 60% of the off-street parking stalls are located in Phase 3, with 27% in Phase 2 and 13% in Phase 1. The applicant indicated that more off-street parking spaces are provided in Phase 3 due to the lack of available on-street parking in contrast to the other two phases as shown on the parking plan (Exhibit 18). Staff concurs with the proposed distribution of off-street parking spaces as shown on the preliminary plat (Exhibit 19).

Staff recommends a condition of approval that prior to engineering plan approval a minimum of 5 off-street parking stalls be provided in Phase 1.

CMC 18.13.060 requires the off-street parking areas to be landscaped at all perimeters as shown on the and located within a tract as shown on the preliminary landscape plan. The off-street parking area located in proposed 'Tract Z' is also shared with a private street that provides access to proposed Lots 148-151. ***Staff supports a deviation from the standard that will allow Tract Z to consist of the private off-street parking area and the private street.***

The applicant's narrative at page 24 (Exhibit 1) indicated that curbs will be provided adjacent to planter areas, inconsistent with the requirement in CMC 18.13.060.F that requires wheel stops adjacent to parking stalls to protect the landscaping from car overhangs.

Staff recommends a condition of approval that prior to engineering plan approval the parking stalls include wheel stops adjacent to planter areas to protect the landscaping from car overhangs.

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

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

The applicant will be required to dedicate all public right-of-way at completion of the project and with final plat approval, this includes future NE 87th Avenue; future N Huerta Drive; proposed N Eaglet Street; south side of N 88th Avenue (N 89th Avenue); proposed N 88th Place; proposed N Alder Street; proposed N 87th Place; and proposed N 86th Place.

The applicant should provide adequate access and maintenance easements over and under the proposed 8-inch water main and the proposed 8-inch sewer main in the private streets and alleys to the

City at the time of final platting, for the purpose of inspection, maintenance and operation of said public water and sanitary sewer mains.

The stormwater treatment and detention facilities have been placed in separate tracts, Tract A and Tract B, of the Green Mountain PRD Urban Village Short Plat (SP20-01), city the applicable HOAs with responsible for ownership and maintenance and right-of-entry granted to the City for inspection purposes. The following plat notes are conditioned to be added to the final plat.

- Tract A shall be owned and maintained by Phases 1 and 2 of the Lacamas Village subdivision, 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.
- Tract B shall be owned and maintained by Phase 3 of the Lacamas Village subdivision 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.

The open space/park areas, parking areas, and segments of trails should be placed in tracts and with the HOA responsible for ownership and maintenance. A public access easement should be placed over those trails located within the proposed development.

A homeowner's association (HOA) will be required for this development. A copy of the CC&R's for the development will need to be submitted to the City for review and approval. The City is to receive a copy of the recorded CC&R's at time of Final Plat. Specifically, the applicant is to make provisions in the CC&R's for ownership and maintenance of the storm drainage systems, stormwater treatment & detention system, fencing, trails, park amenities, landscaping, irrigation, private roads, storm easements, open space/park and trail tracts outside of the City's right-of-way. Additionally, the applicant is to make adequate provisions for parking enforcement along private roads, alleys, and access tracts that are acceptable to the Fire Marshal. Further, all necessary easements, dedications, and tracts should be noted on the final plat.

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

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

Density and dimensions: The project is subject to the requirements of the Green Mountain Mixed Use PRD Master Plan Development Agreement and adheres to the density and dimension standards for the 'A Pods' as shown in Exhibit F of the Master Plan (See Exhibit 28). The Master Plan has different Pods with densities and dimensional standards relative to current city zoning designations with flexibility built into them with the approved Development Agreement. For example, the A Pods are intended to be in line with the higher density standards and dimensional standards of the Multi-Family Residential (MF-24) zoning designation in the Camas Municipal Code. The allowable density calculation per Exhibit F of the Master Plan allows for gross acreage. The A Pods are designated with a minimum density of 12 dwelling units per gross acreage (du/gac) and maximum density of 24 du/gac per Exhibit F of the Master Plan. The project site is 12.70 gross acres which equates to a minimum of 152 du/gac and a maximum of 304 du/gac. The project provides 159 du/gac in compliance with the density requirement.

All proposed lots exceed the minimum lot size requirement of 1,000 square feet, the minimum 20-ft lot width, and minimum 50-ft lot depth for the A Pods as shown on the preliminary plat (Exhibit 19). Lots 18-30 and 91-130 are alley-loaded lots while the remainder of the lots within the plat are front loaded.

Staff recommends a condition of approval that the building envelopes in compliance with the setback requirements should be shown on the final plat.

Staff recommends a condition of approval that the following setbacks should be noted on the face of the final plat:

- 1) **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;
- 2) **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;
- 3) **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).

Setbacks are subject to franchise utility easements abutting right of way.

Double-frontage lots: The preliminary plat shows double frontage lots at Lots 12-17 adjacent to NE Ingle Road, a collector road. Per CMC 17.19.030.D.6 *Double Frontage Lots*, “Residential lots which have street frontage along two opposite lines shall be avoided, except for lots which provide separation of a residential development from a traffic arterial or collector, in which case additional lot depth of at least twenty feet will be provided to act as a buffer strip, or ten-foot landscape tract with ten-foot additional lot depth, or a combination of both to achieve twenty-foot additional depth between the lot and the traffic arterial.” Consistent with CMC 17.19.030.D.6.a, the applicant has provided a minimum 10-ft. wide landscape tract ‘Tract G’ with ten-feet of additional lot depth along the rear property lines of Lots 12-17 as shown on the preliminary plat sheet (Exhibit 19). The preliminary landscape plan (Exhibit 16) note 4, indicates that the proposed landscaping in ‘Tract G’ will match the landscaping installed along NE Ingle Road with the Thrive at Green Mountain subdivision to the north. As such, the landscaping in ‘Tract G’ should be consistent with the fencing and landscaping installed along NE Ingle Road with the Thrive at Green Mountain subdivision to the north.

Staff recommends a condition of approval that the 10-foot landscape tract (Tract G) should 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.

Rear building elevations often do not include the same architectural features as the front façade. To avoid potentially blanks walls on the rear building elevations of double frontage Lots 12-17 along NE Ingle Road, the rear building elevations should maintain the architectural design of the front building façade.

Staff recommends a condition of approval that the rear building elevations on lots 12-17 facing NW Ingle Road maintain the architectural design of the front building façade.

Although Lots 119-130 in Phase 3 are considered double frontage lots, the ten-foot landscape tract and additional lot depth is not required as the front of the structures face N Huerta Drive and NE Boxwood Street. However, the preliminary plat (Exhibit 19) shows a void space between Lots 119-122 and Alley 4 (‘Tract U’). Those lots should extend to the back of the sidewalk along Alley 4 (‘Tract U’).

Staff recommends a condition of approval that the side lot lines of Lots 119-122 extend to the back of sidewalk along Alley 4 ('Tract U').

FINDING: Staff finds the proposed, as conditioned, density, and dimensions can and will conform to the Green Mountain Mixed Use PRD Master Plan Development Agreement requirements.

6. The subdivision complies with the relevant requirements of the Camas land development and zoning codes, and all other relevant local regulations;

CMC Chapter 16.07 State Environmental Policy Act

A SEPA DNS was issued with the Green Mountain PRD (SEPA14-21) and the Urban Village Short Plat (SEPA20-06), which included the proposed parcels for residential development (future Lots 1, 2 and 7) (Exhibits 30 and 31).

FINDING: Staff finds additional SEPA review is not required for this proposal.

CMC Chapter 16.31 Archaeological Resource Protection

An Archaeological Predetermination Survey was previously prepared and approved for the Green Mountain Mixed Use PRD Master Plan (City Resolution 1315), which included the project site. The findings of the survey are not subject to the open public records act and as such, the City cannot disclose the results. Therefore, this project will be subject to archaeological conditions for the Green Mountain PRD.

FINDING: Staff recommends a condition of approval that if in the event any item 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).

CMC Chapter 16.51 Critical Areas

[Wetlands]

The recorded Green Mountain Urban Village short plat (recording number 6275588) (Exhibit 34) shows Lot 7 of the short plat adjacent to two critical area tracts identified as Tract "E", which contains a wetland, and Tract "D", which contains a fish & wildlife habitat conservation area. A conservation covenant was recorded (recording number 6254001 CCR) with the short plat to ensure long-term preservation of those critical areas and their associated buffers, including maintenance of any mitigation actions (Exhibit 35). Per the Urban Village Short Plat decision (Exhibit 32), permanent fencing should be installed at the edge of the wetland buffer Tract "E" per CMC 16.51.210.C.

Staff recommends a condition of approval that prior to engineering plan approval, critical area fencing should be shown on the civil plans and fencing specifications per CMC 16.5.210.C.2 should be provided for City review and approval.

Staff recommends a condition of approval that the critical area fencing be installed prior to final acceptance.

Lacamas Village shares ownership and maintenance responsibilities of the critical area tracts and public pedestrian easements across those tracts within the boundaries of the Urban Village per the recorded Green Mountain Urban Village short plat (recording number 6275588) plat notes 3 and 4 (Exhibit 34).

Staff recommends a condition of approval that prior to final plat approval that plat notes 3 and 4 of the recorded Urban Village Short Plat are to be added to the Lacamas Village final plat and revised as follows:

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 Phases 1, 2, and 3 of Lacamas Village, 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.

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 Phases 1, 2, and 3 of Lacamas Village, 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.

[Geologically Hazardous Areas]

A Geotechnical Soil Analysis Report prepared by GeoPacific Engineering, Inc. dated January 7, 2014 (Exhibit 29) was prepared for the entirety of the Green Mountain Planned Residential Development and indicated that the Urban Village area is not in a high slope instability hazard area.

CMC Chapter 18.19 Design Review

Design Review is required for new development within multi-family zones pursuant to CMC 18.19.020. As previously noted, the property is located within the Multi-Family Residential Zoning designation. As such, Design Review would be required.

Staff recommends a condition of approval that the applicant submit a Design Review land use application for City review and approval prior to final acceptance.

CMC Section 18.07.030 Table 1 Sales Office Use:

The application did not propose a sales office for the development. The absence of approval of a sales office consolidated with this Type III hearing, will limit sales office at the time of development to six months as a Temporary Use per CMC 18.07.040 Table 2 (Note 4). The applicant may provide for the contingency that a sales office use may be necessary for longer than six months. Staff finds that special conditions for the installation, use and removal of the sales office are appropriate and are provided with this report if the applicant is in agreement.

Staff recommends a condition of approval is required that the model home/sales office be closed upon construction of the last residential structure.

FINDING: As stated in the responses to criteria in this staff report and as conditioned herein, this proposal can or will meet all relevant codes, regulations, ordinances and other requirements as identified herein.

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

Traffic Impact Analysis:

Per CMC 18.18.040.E a Transportation Impact Analysis (TIS/TIA) may be required when a development will generate 200 or greater average daily trips (ADTs). The proposed development is located east side of NE Ingle Road, north side of NE 28th Street, and west of NE 232nd Avenue. The proposed development will generate approximately 1,523 ADTs, which triggered the requirement for a TIA.

The Transportation Impact Study (TIA) Memo prepared by Kittelson & Associates (Exhibit 20), dated July 10, 2025, cited the original *Traffic Impact Analysis* (TIA) that was submitted with the Green Mountain PRD Master Plan and dated June 2014. The TIA Memo stated that based on 160 single-family dwelling units (Exhibit 20, Table 1, page 4) the project is projected to generate approximately 1,523 Average Daily

Trips (ADTs) with 120 new AM Peak Hour trips (30 In / 90 Out) and 160 PM Peak Hour trips (101 In / 59 Out).

Kittelson calculated the number of ADTs based on the 9th Edition of the Institute of Transportation Engineers (ITE) Manual when preparing the TIA for the proposed improvement. Footnote 1 to this information was provided stating that the consultant also compared the 9th Edition ITE manual to the 11th Edition ITE manual and the results were fewer trips projected for a total of 1,509 ADTs.

The 9th Edition ITE Manual, Land Use Code (LUC) 210 was applied to the proposed development citing 160 single-family detached dwelling units. However, per the revised Overall Plat Map the proposed development will result in 54 attached single-family dwellings (LUC 215) and 105 detached single-family dwellings (LUC 210). The combination of detached and attached DUs would result in a revision to the number of ADTs. Per the current 12th Edition ITE Manual, which went into effect in August 2025, the proposed development will result in 1,320 ADTs.

[Site-Generated Trips per Green Mountain PRD Master Plan & Remaining Trips]:

The Green Mountain PRD Master Plan estimated the total number of daily trips for all the residential phases and the commercial site to generate 13,980 new trips at full build-out. The Green Mountain PRD Master Plan TIA included Phase 3, which as since been purchased by the city as park property with the intent to leave in its natural state. Based on the information provided in Table 2, page 5 of TIA Memo (Exhibit 20) “*... after accounting for Phase 1, Phase 2, Pod B1 South, and Green Mountain Lacamas Village development, a total of 7,633 ADTs, 450 weekday AM Peak Hour trips; and 710 weekday PM Peak Hour trip remain in the master plan approval.*” **Staff Concurs.**

Findings and Recommendations

[Findings]:

- The Green Mountain Lacamas Village development includes up to 160 single-family homes and is estimated to generate 1,523 daily trips, 120 net new AM peak hour trips, and 160 net new PM peak hour trips.
 - ***The total estimated ADTs (1,523) is based on the 9th Edition ITE Manual. The total ADTs will be less based on both the 11th Edition ITE Manual and the 12th Edition ITE Manual. Staff concurs.***
- After accounting for the Green Mountain Lacamas Village development; a total of 7,633 daily; 450 weekday AM peak hour; and 710 weekday PM peak hour trips remain vested in the master plan approval.
 - ***Staff concurs.***
- The Green Mountain Lacamas Village development is projected to add 59 weekday PM peak hour trips to the intersection of NE 192nd Avenue/NE 13th Street. This trip impact triggers a proportionate cost share of \$23,069 (\$391 per trip) based on the mitigation methodology presented in the Master Plan TIA.
 - ***Staff concurs that the proportionate share fees in the amount of \$23,069 for the intersection improvements at NE 192nd Avenue and NE 13th Street is to be paid to the City of Vancouver. A condition is warranted.***

[Recommendations]:

Per the TIA Memo, page 7,

- Contribution of \$23,069 towards future improvements at NE 192nd Avenue/NE 13th Street.

Staff recommends a condition of approval that the 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 13th Street and NE 192nd Ave. to the City of Vancouver.

- Signing and striping on NE Ingle Road at future N 87th Avenue to accommodate the new intersection and the proposed southbound left-turn lane in accordance with City of Camas design requirements. ***Staff concurs. Said signing and striping plans on NE Ingle Road at the intersection with future N 87th Avenue are required to be part of the approved plans for GMPRD UV Stage 3.***
- Signing and striping on NE 28th Street at future N Huerta Drive to accommodate the new intersection and the proposed eastbound left-turn lane in accordance with City of Camas design requirements. ***Staff concurs. Said signing and striping plans on NE 28th Street at the intersection with future N Huerta Drive are required to be part of the approved plans for GMPRD UV Stage 3.***
- On-site and off-site landscaping and any above ground utilities at the future NE 87th Avenue connection to NE Ingle Road, the future N Huerta Street connection to NE 28th Street, and all site accesses should provide adequate intersection sight-distance in accordance with City requirements. ***Staff concurs. Site distance triangles will be shown at the intersection of NE Ingle Road and future NE 87th Avenue; intersection of NE 28th Street and future N Huerta Drive; and the intersection of N Boxwood Street and future N Huerta Drive are required to be part of the approved plans for GMPRD UV Stage 3.***

Staff recommends a condition of approval that the 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.

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

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

Per CMC 14.02.090.A.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two-years after the date of final acceptance. This maintenance period shall run concurrently with the city's required two-year warranty period that begins at final acceptance.

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

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

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

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

Privately owned and maintained tracts will be provided for alleys, landscaping, trail connections, fencing and open spaces/park amenities. Furthermore, the applicant is providing adequate and appropriate

utilities for stormwater, water, and sanitary sewer that will be dedicated to the public. The applicant will also provide sidewalks with the proposed street construction for adequate pedestrian mobility.

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 safe walking conditions for pedestrians.

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.

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

PUBLIC COMMENTS

A public comment was received by Jacob and Brittany Cocks (Exhibit 10) expressing concern regarding the proposed subdivision's impact on the surrounding neighborhood and environment. City staff responded to the Cocks' requested information (Exhibit 11).

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that the Lacamas Village subdivision (SUB25-1007) should be approved, because it does comply with the applicable standards if all of the conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the preliminary plat of Lacamas Village subdivision (SUB25-1007) 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.
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.
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 Application 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 for the proposed development, the GMPRD UV Stage 3 stormwater collection and conveyance improvements are to be constructed.
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 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. N Fawn Loop (Tract H): 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 N Eaglet Street.

50. N Alder Street & N 87th 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 87th 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

87th 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 28th Street: Prior to engineering plan approval, the on-site sanitary sewer system for the proposed development and future sanitary sewer improvements for the GMPRD UV Short Plat Lots 3, 4, 5, and 6 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 87th Avenue and future N Huerta Drive.
61. N 87th 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 87th 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 87th 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. Traffic circle at N 89th Avenue (renamed N 88th Avenue).
 - b. Crosswalk, bump outs, and related signage between Lots 71 and 72, on and across N 88th Place.
64. Prior to engineering plan approval, the future interior street names and numbers, public and private, are to be revised in accordance to the street names and numbers as determined by the Building Official.
65. N 88th Avenue (N 89th Avenue): Prior to engineering plan approval, the civil improvement signing and striping plans are to be submitted with the south side of N 88th Avenue (N 89th Avenue) signed as 'No Parking' and removal of the existing 'No Parking' signs on the north side of N 88th Avenue (N 89th 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 88th Place: Prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with the north side of N 88th 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 87th Place: Prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with the north side of N 87th Place signed as 'No Parking'.
70. N 86th 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., which are prepared by others, 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 Phases 1, 2, and 3 of Lacamas Village, 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 Phases 1, 2, and 3 of Lacamas Village, 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.

Engineering

[Water]

90. 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.

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

- a. GMPRD UV Lot 6: An access and maintenance easement is 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 stormwater main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said 8-inch water main.

[Storm Drainage]

92. 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.

93. 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 Phases 1 and 2 of the Lacamas Village subdivision, 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 Phase 3 of the Lacamas Village subdivision 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]

94. 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.

95. 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.

96. Prior to final plat approval, the following note is to be added to the final plat: An access and maintenance easement is 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 87th 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]

97. 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]

98. 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.

99. 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).

100. 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).

101. Prior to final plat approval, a note is to be added to the plat stating that 'on-street parking is prohibited on both sides of Tract H, Tract J, Tract O, Tract U, and Tract Z.

Prior to Final Acceptance:

Planning

102. The applicant shall submit a Design Review land use application for City review and approval prior to final acceptance.

103. The trails and park amenities shall be installed prior to final acceptance.

104. 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.

105. The critical area fencing along the Tract E of the Urban Village Short Plat shall be installed prior to final acceptance.

Engineering

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

107. 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.

108. 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 13th Street and NE 192nd Ave. to the City of Vancouver.

Prior to Building Permit Approval:

109. On corner lots, the side façade elevation facing the street shall provide architectural variation similar with the front building façade.
110. 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:

111. 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 Phases 1 and 2 of the Lacamas Village subdivision, 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 Phase 3 of the Lacamas Village subdivision 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 Phases 1, 2, and 3 of Lacamas Village, 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 Phases 1, 2, and 3 of Lacamas Village, 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. GMPRD UV Lot 6: An access and maintenance easement is 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 stormwater main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said 8-inch water main.
13. 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).
14. GMPRD UV Lot 6: An access and maintenance easement is granted to the City over and under the proposed stormwater 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 stormwater main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said stormwater system.
15. 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.
16. 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.
17. 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.
18. GMPRD UV Lot 6: An access and maintenance easement is 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 87th 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.
19. 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).

20. 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).
21. Tract H, Tract J, Tract O, Tract U, and Tract Z: On-street parking is prohibited on both sides of the street.
22. 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.