

**From:** [Lauren Hollenbeck](#)  
**To:** [Michael Andreotti](#)  
**Cc:** [Robert Maul](#); [Anita Ashton](#); [terry@wollamassociates.com](mailto:terry@wollamassociates.com); [Kurt Stonex](#)  
**Subject:** Re: Lacamas Village (Sub25-1007) Incompleteness Letter  
**Date:** Thursday, September 11, 2025 9:17:51 AM

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Michael,  
See city staff's [responses](#) below,

**Lauren Hollenbeck, Senior Planner**  
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**From:** Michael Andreotti <andreottim@aks-eng.com>  
**Sent:** Thursday, September 4, 2025 8:53 AM  
**To:** Lauren Hollenbeck <LHollenbeck@cityofcamas.us>; Anita Ashton <AAshton@cityofcamas.us>  
**Cc:** Robert Maul <RMaul@cityofcamas.us>; Terry Wollam <terry@wollamassociates.com>; Kurt Stonex <kfstonex@gmail.com>  
**Subject:** Lacamas Village (Sub25-1007) Incompleteness Letter

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Lauren and Anita –

I am reaching out regarding the Lacamas Village (Sub25-1007) incompleteness letter. Below are the questions or clarifications that we have for the items needed for completeness.

Item 1:

- We will update/provide plans for items 1.b, 1.c, and 1.d.

For item 1.a, we have not provided paper copies for other recent land use submittals and given that the application is submitted to the portal and comments are returned in the portal, we request that this requirement be waived. [Confirmed with other staff departments, this is no longer needed.](#)

- For item 1.e, we currently do not have any walls proposed that would be over 4 feet. We would request that a condition be included that if any walls over 4-feet in height are proposed with final engineering, then the location, height, and cross sections are to be shown on the final engineering plans. [This will be a condition of approval.](#)

Item 2:

- RCW 58.09.080 requires a certificate on a record of survey map. All maps provided are preliminary in nature and are not intended to be a record of survey, therefore, this certificate is not required for this submittal. RCW 58.09.090 also identifies that a record of survey is not required when a survey is preliminary in nature. A surveyor's certificate will be provided on the final plat. Therefore, we request that this not be required for fully complete and it can be conditioned to the final plat. [Technically, per CMC 17.01.050.A.6 this is required for TC, however this can be provided at final plat per RCW 58.09.](#)

Item 3:

- A Tree Preservation Plan was completed with the Green Mountain Master Plan, and is included in the Development Agreement (DA) at Exhibit E and identified to satisfy the tree preservation regulations as a whole in Section 5.1 of the DA. [Section 5.1 relates to SEPA, not tree preservation.](#) It is our understanding that the tree retention requirements for the south zone were met with the open space tracts that will be created with the short plat. [The tree preservation plan included the preservation of 247 trees \(the DA required the preservation of 265 trees for the Urban Village\). To meet the requirement, the Urban Village Short Plat applicant indicated in their narrative that the Green Mtn. PRD Ph. 3 preserved an excess of 1,200 trees. This was discussed in the Urban Village Short Plat staff report.](#) Section 5.1 of the DA also identifies that an arborist report is only required to identify the health of the trees to remain. Currently no trees are proposed for retention with this subdivision application, therefore, no arborist report has been provided. If it is determined that any trees are able to be retained during final engineering, an arborist report can be provided at that time. [This is fine as the UV SP indicated the tree preservation is met.](#)

Item 4:

- For item 4.b, these will be added to the plans.
- For items 4.d, 4.n, and 4.o, as all of these items are currently under review with the City under ENG-25-1032, or were approved with Stage 2 construction plans associated with the short plat (SP20-02) we felt it would be best to show them as existing to be clear that they are not part of this application. We would request that we keep the plans as shows, and add a note identifying which portions of the improvements are part of the other application currently under review. [These items are not to be shown as 'existing' since construction has not started on Stage 2 and the Stage 3 plans have not been approved, nor have the improvements been constructed. These future improvements for both Stage 2 and Stage 3 are to be shown but are to be referenced as 'future' improvements.](#)

## Item 5:

- An update TIR will be provided

## Item 6:

- As with other recent applications, we would like to request that we are conditioned to provide the engineers estimate prior to submittal of final engineering plans. The design is not at a stage to provide an accurate estimate, and the estimate will be required to change prior to submittal final engineering plans based on preliminary review comments. [Technically, per code this is required for TC, however this can be added as a note to submit with engineering plan review application.](#)

## Item 7:

- The proposed plans do not have any private streets connecting two public roads. [These are not TC items but will be addressed during staff review.](#)
  - N Fawn Loop is a private street that connect N Eagle Street to Alley 1. Alley 1 then connects back to N Eagle Street. This is a rather unique configuration, however, it is similar to the configuration of Thrive at Green Mountain immediately north of Lots 1-7. The biggest difference is that Alley 1 will provide rear load access to Lots 18-30, as they are not allowed driveway access from NE 87<sup>th</sup> Avenue.
  - Alleys 2 and 3 connect N 88<sup>th</sup> Place and N Eagle Drive, both public roads. However, as they are alleys, this is allowed. Alleys 2 and 3 will provide rear load access to lots 91-118, as they are not allowed driveway access from NE 87<sup>th</sup> Avenue or N Huerta Drive. Lots 79-90 will be front loaded on N 88<sup>th</sup> Place and will not have direct access to Alleys 2 and 3.
  - Alley 4 also connects two public roads, N 87<sup>th</sup> Place and N Alder Street. . However, as it is an alley, this is allowed. Alley four will provide rear load access to Lots 119-130 as they are not allowed driveway access from N Huerta Drive or N Boxwood Street. Lots 131-139 will be front loaded from N 87<sup>th</sup> place and will not

have direct access to Alley 4.

In addition to the clarification above, we had multiple meetings with Staff to reach general agreement on the layout that was submitted. Additional adjustments were also made following comments received from the pre-application. While unique in places, we moved forward with the understanding that all sides were on board with the layout and that the Green Mountain Master Plans, and Urban Village Narrative, provide the flexibility for the unique elements of the design

- As noted above, alleys are providing read load access to lots fronting on N 87<sup>th</sup> Avenue, N Huerta Drive, and N Boxwood Street. If a lot has front load access to a public street, direct access to the alley will not be provided.
- The plans will be updated to show Lots 61 and 61 and Lots 159 and 160 with shared driveways located as far from N Boxwood street as possible.
- Labeling for Tract G will be updated on the plans
- As noted above for Items 4.d, 4.n, and 4.o, as all of these items are currently under review with the City under ENG-25-1032, or were approved with Stage 2 construction plans associated with short plat (SP20-02), we felt it would be best to show them as existing to be clear that they are not part of this application. We would request that we keep the plans as shows, and add a note identifying which portions of the improvements are part of the other application currently under review.

Item 8: [Not a TC item but will be addressed during staff review.](#)

- Our understanding of the prior approvals for the site is that the current project and other developments within the Green Mountain Master Plan area are subject only to satisfaction of the Master Plan Conditions of Approval. The original Master Plan traffic analysis identified site traffic impacts at the NE 192nd Avenue/NE 13th Street intersection and requires documentation of the site trips added with each Trip Compliance Letter. While analysis of the additional intersections is required of all new development in Camas that aren't using vested trips, in the case of the Green Mountain Master Plan, the trips are already vested and the trip compliance letter documents compliance with outstanding Master Plan Conditions of Approval and does not need to vest new concurrency trips. It should also be noted that none of the prior trip compliance letters for Green Mountain have been asked to document proportional share impacts beyond the NE 192nd Avenue/NE 13th Street intersection.

Please confirm that the proposed adjustments are acceptable and we will upload the updated information to the portal.

Thanks,

**Michael Andreotti, RLA**

**Land Use Planner**



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