

**AKS ENGINEERING & FORESTRY, LLC**

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February 10, 2026

Lauren Hollenbeck  
City of Camas Community  
Development 616 NE 4<sup>th</sup> Avenue  
Camas, WA 98607

**RE: Lacamas Village Staff Report Response - City Staff Responses 2/11/2026**

Dear Lauren:

Below is a list of comments and requested revisions regarding the findings and conditions for the Staff Report for Lacamas Village Subdivision (SUB25-1007) (Staff Report), dated February 5, 2025. The modifications to the conditions are identified within the condition, followed by a reasoning for the request.

## FINDINGS

With the exception of the requested clarification below, the requested modification to the conditions below also apply to all associated findings and recommended conditions noted in the findings.

### Page 22-23 – Alleys 1, 2, 3, and 4

**Clarification:** Staff notes that they do not support the alley designs as shown on the plans with 20 feet of paved travel surface (17 feet of asphalt, 2-foot concrete border, and 1-foot gutter), 5-foot sidewalk, and 1-foot rolled curb within a 26-foot wide tract (see Sheet P5.0 in Exhibit 13). The proposed section exceeds the requirements of City of Camas street detail PVT5, which only requires a minimum 18 feet of paved surface in a 20-foot tract. This section was proposed to provide additional pedestrian circulation within the Urban Village, while also providing for emergency access and adequate travel way for residents to access their homes.

**Staff Response:** Per CDSM Design Standards, Table 1, Private Alley, Street Width, superscript 2, states 'or greater is required by FMO', which relates to the 18-foot paved width. Staff would support the inclusion of the sidewalk within the 26-feet if the sidewalk meets H20 loading.

Emergency Access – The applicant understands the requirement for 26-feet for emergency access, however, it should be noted that Lots 18-30, 79-80, and 91-138 all have direct frontage on a public road for emergency access and Lots 81-90 are all within 150 feet of the curb for a public roadway with paved pedestrian access to the lot fronts from the public



right-of-way. However, the Applicant can design the sidewalk to support emergency vehicles to provide 26-feet of access for emergency vehicles.

**Staff Response:** Per CDSM Design Standards, Table 1, Private Alley, Street Width, superscript 2, states 'or greater is required by FMO', which relates to the 18-foot paved width. Staff would support the inclusion of the sidewalk within the 26-feet if the sidewalk meets H2O loading.

Waste Connections – The Applicant requests documentation that Waste Connections requires 26- feet of travel way for collection. Waste Connections operates throughout Clark County and collects on public and private roadways designed with less than 26-feet of travel way. Additionally, no other jurisdiction in Clark County requires 26-feet of travel way for Waste Connections.

**Staff Response:** Staff would support striking the reference to the Waste Connection width requirement in the discussion on page as there is no reduction to the required H2O loading width.

## CONDITIONS

### Condition 1 – Page 32

*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.*

**Request:** Revise the condition as edited above. The subject site is not within the North Shore Subarea, therefore, those standards do not apply.

**Staff Response:** This is a general condition added to all SRs and is not specific to this project. But staff is okay with striking NSDS.

### Condition 16 – Page 33

*Any entrance structures or signs proposed or required for this project will be reviewed and approved by the city.*

*a. All designs will be in accordance with applicable City codes.*

*b. The maintenance of the entrance structure will be the responsibility of the homeowners **or homeowners association.***

**Request:** Revise the condition as edited above. It is anticipated that if an entrance sign is installed, it will be owned and maintained by the HOA, however, the modification request allows for either the HOA or the homeowners to maintain the sign.

**Staff Response:** Staff concurs.

### Condition 32 – Page 34

~~*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.*~~

**Request:** Remove the condition. This is a repeat of Condition 27, which provides greater detail and a code reference for the requirements for a sales office / model home.

**Staff Response: Conditions 32 and 27 are two different conditions, and both conditions are to remain. Condition 32 is regarding the length of time a sales office may be utilized whereas Condition 27 is regarding when a sales office permit may be issued.**

#### **Condition 33 – Page 34**

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

**Request:** Revise the condition as edited above. The applicant is unaware of a code requirement that would require construction approval of a separate project be complete prior to submittal for engineering construction review. However, in the case of this project, it is understood that the project relies on improvements from the GMPRD UN Stage 3 project. Therefore, it is reasonable to require construction approval of the Stage 3 project prior to construction approval of this project.

**Staff Response: Staff concurs.**

#### **Condition 34 – Page 35**

*Prior to ~~any land-disturbing activities~~ **construction acceptance** for the proposed development, the GMPRD UV Stage 3 stormwater collection and conveyance improvements are to be constructed.*

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

**Staff Response: Staff concurs with alternative condition.**

**Request:** Revise the condition as edited above or consider using the proposed alternative condition. The applicant is required to submit construction erosion control plans for review and approval prior to construction activities. If the Stage 3 stormwater collection and conveyance improvements are not constructed, the Applicant will need to show how stormwater for the site will be managed during construction. This is no different than any project with an on-site stormwater facility that is constructed with the project and does not exist prior to ground disturbing activities. However, the applicant understands that the Stage 3 stormwater collection and conveyance system must be completed prior to construction acceptance for the project as the site discharges to the Stage 3 stormwater system.

#### **Condition 37 – Page 35**

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

**Request:** Revise the condition as edited above for clarity in the requirement.

**Staff Response: Condition is to remain as shown.**

#### **Condition 42 – Page 35**

*Shared driveways shall be provided between lots smaller than 25-feet in width **with a driveway access from a public-right-of-way**, as the driveway throat shall not exceed 40% of the total lot*

frontage.

**Request:** Revise the condition as edited above. The proposed modification provides clarity as this requirement would not apply to those lots with driveways access from the alleys.

**Staff Response: Staff concurs.**

#### **Condition 47 – Page 36**

~~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.~~

**Request:** Remove the condition. The fencing should not be required prior to construction approval, and is already required prior to construction acceptance in Condition 105.

**Staff Response: Condition 47 to remain as shown in Staff Report. Condition 47 and 105 are two separate conditions, 47 and 105, which are to remain as shown in the staff report. Condition 47 requires the location and specifications of fencing to be shown on the civil drawings, whereas Condition 105 requires when fencing shall be installed.**

#### **Condition 59 – Page 37**

*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.*

**Request:** Revise the condition as edited above. Lots 3, 4, 5, and 6 are not part of this application and conditions cannot be placed on those lots with this project.

**Staff Response: Staff concurs.**

#### **Condition 63 – Page 37 (As modified in Exhibit 38)**

*Prior to engineering plan approval, the applicant is to work with engineering staff to determine the design features for traffic calming devices ~~or show that the street does not reach the threshold of 700 ADTs~~ at the following locations:*

- a. A traffic circle at the intersection of N Eaglet Street and N 89th Avenue (renamed N 88th Avenue).*
- b. A crosswalk, bump outs, and related signage on the west and east sides of Tract M (Lots 70 and 71), and on and across N 88th Place.*

**Request:** Revise the condition as edited above. The Neighborhood Traffic Management Plan only requires traffic calming measures on streets over the threshold of 700 ADT. It is not anticipated that N 88<sup>th</sup> Place will exceed the threshold of 700 ADT, therefore, no traffic calming measures would be required. Additionally, N 88<sup>th</sup> Street has a maximum speed limit of 25 miles per hour and is a dead-end street with limited length to allow for cars to achieve speeds greater than 25 miles per hour.

**Staff Response: Staff does not support the removal of the traffic control devices.**

Staff revisions to the discussion on page 5 with revisions to COA 63 and the addition of a new COA.

*Per the “NTM Guidelines, Tier 1: Any new streets built with development should incorporate NTM in design.”*

Based on the street layout of the development, which includes a non-symmetrical intersection at N Eaglet Street and N 89<sup>th</sup> Avenue (N 88<sup>th</sup> Avenue), the city engineering recommends that the applicant be conditioned to work with engineering staff to determine the design features for traffic control devices at the following location:

- At the intersection of N Eaglet Street and N 89<sup>th</sup> Avenue (renamed N 88<sup>th</sup> Avenue).

The applicant has proposed a public access trail from N 89<sup>th</sup> Avenue (N 88<sup>th</sup> Avenue) to N 88<sup>th</sup> Place (between Lots 52 & 53 and Lots 70 & 71), and to the open space trail and park features as shown on the preliminary landscape plans (Exhibit 16), therefore the city engineer recommends that the applicant be conditioned to work with engineering staff to determine the design features for a safe and legal mid-block pedestrian crossing with the following design features:

- Crosswalk, bump outs, and related signage between Lots 71 and 72, on and across N 88<sup>th</sup> Place to the Open Space Tract P.

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 control devices at the following location:

- At the intersection of N Eaglet Street and N 89<sup>th</sup> Avenue (renamed N 88<sup>th</sup> Avenue).

Staff recommends a condition of approval that prior to engineering plan approval, the applicant be conditioned to work with engineering staff to determine the design features for a safe and legal mid-block pedestrian crossing with the following design features:

- Crosswalk, bump outs, and related signage between Lots 71 and 72, on and across N 88<sup>th</sup> Place to the Open Space Tract P.

#### Condition 69 – Page 38

*N 87th Place: Prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with ~~the north one~~ side of N 87th Place signed as ‘No Parking’.*

**Request:** Revise the condition as edited above. The Applicant would like the flexibility to decide which side of N 87<sup>th</sup> Place will be signed ‘No Parking’ during final engineering design.

**Staff Response:** Staff concurs.

#### Condition 70 – Page 38

*N ~~86th-87th~~ 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.*

**Request:** Revise the condition as edited above. Tract W accesses from N 87<sup>th</sup> Place.

**Staff Response:** Staff concurs.

**Condition 81 – Page 39**

*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.*

**Request:** Revise the condition as edited above. Stating that the plans are prepared by others could be unnecessarily confusing. It is clear that the Applicant is required to submit the electrical plans, therefore, they will need to provide the plans from the appropriate consultant.

**Staff Response: Staff concurs.**

**Condition 88 – Page 39**

*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 the~~ Lacamas Village homeowners association, Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.*

**Request:** Revise the condition as edited above. The revised condition makes it clear what entity will replace the owner of Lots 1, 2, and 7 in ownership and maintenance responsibilities for Tracts C, D, and E.

**Staff Response: Staff concurs.**

*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 the~~ Lacamas Village homeowners association, and Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.*

**Request:** Revise the condition as edited above. The revised condition makes it clear what entity will replace the owner of Lots 1, 2, and 7 in ownership and maintenance responsibilities for the trail easements.

**Staff Response: Staff concurs.**

**Condition 91 – Page 40**

*~~Prior to final plat approval, an access and maintenance easement shall be granted to the City over and under the proposed 8 inch water main located in the northwestern corner of Lot 6, from the end of proposed N 87th Place, across Lot 6 to tie into the future water main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said 8 inch water main. 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.~~

**Request:** Revise the condition as edited above. Lot 6 is not included in this plat, therefore, notes pertaining to Lot 6 cannot be included in the final plat. However, the Applicant can work with the owner of Lot 6 to obtain an easement to be granted to the City of Camas.

**Staff Response:** Staff concurs with the following revision to the condition 91:

Prior to final plat approval, a recorded permanent access and maintenance easement is to be granted to the City over and under the proposed 8-inch water main located in the northwestern corner of Lot 6, from the end of proposed N 87th Place, across Lot 6 to tie into the future water main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said 8-inch water main.

#### Condition 93 – Page 40

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~~ **Lots 1 – 118** 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~~ **Lots 44 - 159** 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.

**Request:** Revise the condition as edited above. The revision above identifies the specific lots that will own and maintain each tract. Additionally, per the Urban Village Short Plat, Lot 2 (Phase 2 of Lacamas Village) also owns and maintains Tract B.

**Staff Response:** See staff response on Supplemental Memo dated February 10, 2026 (Exhibit )

#### Condition 96 – Page 41

Prior to final plat approval, ~~the following note is to be added to the final plat: A~~ an access and maintenance easement ~~is~~ **shall be** granted to the City over and under the proposed 8-inch sanitary sewer main located in the northwestern corner of GMPRD UV Short Plat, Lot 6, from the end of proposed N 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.

**Request:** Revise the condition as edited above. Lot 6 is not included in this plat, therefore, notes pertaining to Lot 6 cannot be included in the final plat. However, the Applicant can



work with the owner of Lot 6 to obtain an easement to be granted to the City of Camas.

**Staff Response:** See staff response on Supplemental Memo dated February 10, 2026 (Exhibit )

#### **Condition 101 – Page 41**

*Prior to final plat approval, a note is to be added to the plat stating that ‘**other than in identified parking spaces**, on-street parking is prohibited on both sides of Tract H, Tract J, Tract O, Tract U, and Tract Z.*

**Request:** Revise the condition as edited above. The revision provides additional clarity for Tract Z parking spaces.

**Staff Response:** Staff concurs.

#### **PLAT NOTES**

##### **Plat Note 7 – Page 42**

*Tract A shall be owned and maintained by ~~Phases 1 and 2~~ **Lots 1 – 118** 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.*

**Request:** Revise the plat note as edited above. The revision above identifies the specific lots that will own and maintain each tract.

**Staff Response:** See the Supplemental Memo Dated February 10, 2026 (Exhibit )

##### **Plat Note 8 – Page 42**

*Tract B shall be owned and maintained by ~~Phase 3~~ **Lots 44 - 159** 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.*

**Request:** Revise the plat note as edited above. Per the Urban Village Short Plat, Lot 2 (Phase 2 of Lacamas Village) also owns and maintains Tract B.

**Staff Response:** See the Supplemental Memo Dated February 10, 2026 (Exhibit )

##### **Plat Note 9 – Page 43**

*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 the~~ Lacamas Village **homeowners association**, Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.*

**Request:** Revise the condition as edited above. The revised condition makes it clear what entity will replace the owner of Lots 1, 2, and 7 in ownership and maintenance responsibilities for Tracts C, D, and E.

**Staff Response:** See the Supplemental Memo Dated February 10, 2026 (Exhibit )





**Plat Note 10 – Page 43**

*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 the~~ Lacamas Village **homeowners association**, and Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.*

**Request:** Revise the condition as edited above. The revised condition makes it clear what entity will replace the owner of Lots 1, 2, and 7 in ownership and maintenance responsibilities for the trail easements.

**Staff Response:** See the Supplemental Memo Dated February 10, 2026 (Exhibit )

**Plat Note 12 – Page 43**

*~~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.~~*

**Request:** Remove the plat note. Lot 6 is not included in this plat, therefore, notes pertaining to Lot 6 cannot be included in the final plat. As previously noted, the Applicant can work with the owner of Lot 6 to obtain an easement to be granted to the City of Camas.

**Staff Response:** Staff concurs.

**Plat Note 14 – Page 43**

*~~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.~~*

**Request:** Remove the plat note. Lot 6 is not included in this plat, therefore, notes pertaining to Lot 6 cannot be included in the final plat. As previously noted, the Applicant can work with the owner of Lot 6 to obtain an easement to be granted to the City of Camas.

**Staff Response:** Staff concurs.

**Plat Note 18 – Page 43**

*~~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.~~*

**Request:** Remove the plat note. Lot 6 is not included in this plat, therefore, notes pertaining to Lot 6 cannot be included in the final plat. As previously noted, the Applicant can work with the owner of Lot 6 to obtain an easement to be granted to the City of Camas.

**Staff Response: Staff concurs.**

**Plat Note 21 – Page 44**

*Tract H, Tract J, Tract O, Tract U, and Tract Z: **Other than in identified parking spaces, On-street** parking is prohibited on both sides of the street.*

**Request:** Revise the condition as edited above. The revision provides additional clarity for Tract Z parking spaces.

**Staff Response: Staff concurs.**

Sincerely,

**AKS ENGINEERING & FORESTRY, LLC**

A handwritten signature in blue ink, appearing to read 'Michael Andreotti', with a stylized flourish at the end.

Michael Andreotti, RLA, Land Use Planner