STAFF REPORT

Parklands II Short Plat and Plat Alteration

City File Nos. SP26-1005 and PLATALT26-1001

Type III

Staff Report date: November 4, 2026

TO:	Hearings Examiner	**HEARING DATE:**	November 10, 2026
PROPOSAL:	To subdivide 3.25-acres into eight (8) residential lots including a plat alteration to modify existing stormwater easements.		
LOCATION:	The project site is located at 3711 and 3815 NW Camas Meadows Drive in the SW ¼ of Section 28, T2N, R3E of the Willamette Meridian, Clark County; and described as parcel numbers 986043913 & 986043914		
APPLICANT/CONTACT:	Scott Taylor SGA Engineering 2005 Broadway Street Vancouver, WA 98663	**OWNER:**	Jon Ellsworth MAS1A, LLC 3405 NW McMaster Drive Camas, WA 98607
APPLICATION SUBMITTED:	April 3, 2026; resubmitted June 3, 2026	**APPLICATION COMPLETE:**	July 14, 2026
PUBLIC NOTICES:	Notice of Application was mailed to property owners within 300 feet of the site on August 5, 2026, and published in the Post Record on August 6, 2026. Legal publication #119130. Notice of Public Hearing was mailed to property owners within 300 feet of the site on October 21, 2026, and published in the Post Record October 22, 2026. Legal publication #1134110.		

APPLICABLE LAW: A development agreement (DA) amendment was recorded for this property May 12, 2025 and therefore the land use application submitted on April 3, 2026 is vested to the land use regulations and development standards in effect on the effective date of the recorded development agreement amendment to include the Camas Municipal Code Title 17 Land Development, and Title 18, specifically (but not limited to): Chapter 17.09 Short Subdivisions, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, and Chapter 18.55 Administrative Procedures unless otherwise provided for in the development agreement.

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SUMMARY

Application has been made to the City of Camas for preliminary short plat approval for an eight (8) lot short plat for single-family detached residential homes including a plat alteration to modify existing stormwater easements located at 3711 and 3815 NW Camas Meadows Drive in the Business Park (BP) and Single-Family Residential (R-15) zones. The project site is Lot 43 and 44 of the recorded 'Estates at the Archery' subdivision plat, previously known as the Parklands at Camas Meadows subdivision (city file #15-03), which is part of the approved Parklands at Camas Meadows Mixed Use Master Plan comprised of both residential and commercial uses (DA recording #5268706). An amendment to this development agreement was recorded May 12, 2025 (DA recording #6248594) (See *DA* Exhibit 22) and is applicable to this proposed development.

The project site is bordered on the south by NW Camas Meadows Drive, the southeast by NW McMaster Drive and the southwest by NW Pittock Place. Properties surrounding the project site are also part of the Estates at the Archery subdivision zoned BP and R-15 to include single-family residences immediately to the northeast/northwest and an open space area tract to the north.

The property is currently vacant with vegetated field grass and a few scattered trees at each end of the project site. The site generally has an existing slope descending to the north with pockets of slopes exceeding 15% along the northern and easter portions of the property.

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

Short plats are Type II administrative reviews; however, the proposal includes a plat alteration which triggers a Type III review and thus a public hearing before a hearings examiner. The plat alteration is discussed in further detail below on pages 21-22.

FINDINGS

Title 17 Land Development

SHORT SUBDIVISIONS — CMC CHAPTER 17.09

17.09.030(D) Criteria for Preliminary Short Plat Approval. The community development director or designee shall base his decision on an application on the following criteria:

1. The proposed short plat is in conformance with the Camas comprehensive plan, neighborhood traffic management plan, Camas parks and open space plan, and any other city adopted plans;

City of Camas Comprehensive Plan:

Lots 43 and 44 of the Estates at the Archery subdivision (also known as Pads 1 and 2 on Exhibit C of the Master Plan) is designated for eight (8) single-family residential lots and a pocket park per the DA, which is similar to the Single-family Medium designation in the city's Comprehensive Plan.

Overall, the 2035 City of Camas Comprehensive Plan supports the short subdivision through a number of land use and transportation 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 3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- 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 2.3: Include pedestrian and bicycle linkages in the construction of cul-de-sacs and other forms of dead-end streets.

FINDING: Staff finds the proposed project will help accommodate the projected growth through well-planned utilization of existing land and is compatible with the adjacent residential uses. The proposed homes, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing element of the Comprehensive Plan. The proposed park and trail further enhance the quality of life for Camas residents and visitors.

Parks and Open Space Plan:

[Trails]

The 2022 Parks, Recreation and Open Space (PROS) Comprehensive Plan identifies trails within the area of proposed development, specifically the T-20 trail and T-1 trail (See *2022 PROS Plan* Exhibit 20). The T-20 trail coincides with the existing 10-foot-wide sidewalk that fronts the project site along Camas Meadows Drive and therefore staff finds no further improvements are required for this segment of trail.

Per the PROS Plan, the T-1 trail runs north-south generally along Parker Street and is to connect to the future T-3 trail along the north shore of Lacamas Lake (See *2022 PROS Plan* Exhibit 20). A 10-foot-wide public trail access easement was recorded with the Estates at the Archery subdivision plat that runs parallel to the eastern property line of Lot 44 (See *Estates at the Archery recorded plat*, Exhibit 17) for the purpose of providing a section of the T-1 trail. Further, section 4.3 of the DA requires a minimum 8-foot-wide asphalt or concrete trail providing access to the edge of wetland Tract A of the recorded Estates at the Archery subdivision plat. The proposed preliminary short plat shows an 8-foot-wide trail traversing the pocket park connecting the cul-de-sac to the northern end of the 10-foot-wide public trail easement (See *Updated Preliminary Site Plans* Exhibit 24). However, staff finds the 8-foot-wide paved trail should be located entirely within the 10-foot wide public trail easement.

Staff recommends a condition of approval that prior to engineering plan approval, the 8-foot-wide paved trail be placed within the existing 10-foot wide public trail access easement and owned and maintained by the HOA.

The proposed preliminary plat also shows the proposed trail connecting to the existing vehicular turnaround area. Staff finds pedestrians should not be accessing the park from an area currently used by vehicles but rather the trail should continue southbound through the park and connect with the existing sidewalk in NW McMaster Drive.

Staff recommends a condition of approval that prior to engineering plan approval, the proposed trail should not have a direct connection to the existing paved vehicular turnaround area but rather continue south through the park and connect to the sidewalk in NW McMaster Drive.

At the outer edge of the wetland Tract A is an existing east-west trail located between NW Longbow Lane and the western edge of Lot 7 of the Estates at the Archery subdivision plat, which is part of the T-1 trail system (See *Existing T-1 Trail* Exhibit 21). Per the DA, the required 8-foot wide paved trail is to provide access to said trail, but there is a missing link between Lot 7 and Lot 44. Per the Parks and

Recreation Director, the applicant should work with city staff to provide this missing link.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant work with city staff to extend the T-1 trail to the west from the western edge of Lot 7 of the Estates at the Archery subdivision plat to tie into the required 8-foot wide paved trail in Lot 44.

[Parks]
The 2022 Parks, Recreation and Open Space (PROS) Comprehensive Plan does not identify parks within the project site area. However, Section 4.3 of the DA requires a minimum contiguous 15,000 square foot publicly accessible pocket park to include a minimum 3,000 square feet of play area with equipment suitable for children, a minimum of one picnic table and two benches. In addition, landscaping is to include an open turf area and shade trees.

Staff recommends a condition of approval that prior to final plat approval, the park improvements should be completed.

Staff recommends a condition of approval that prior to final plat approval, a note is added to the face of the final plat that the pocket park is to be accessible to the public and owned and maintained by the HOA.

The proposed total park tract acreage is 17,983 square feet, which includes the existing vehicular turnaround area. Staff finds the existing vehicular turnaround area should be in a separate tract and not included in the park area. As a result, the park area will need to be expanded to comply with the minimum 15,000 square foot area requirement.

Staff recommends a condition of approval that prior to final plat approval, the existing vehicular turnaround area is placed in a separate tract and to be owned and maintained by the HOA.

Staff recommends a condition of approval that prior to engineering plan approval, the pocket park area should be revised to provide a minimum 15,000 square foot park area.

Staff finds the applicant complies with the minimum 3,000 square feet of required play area and open turf area and shade trees, including the one picnic table and two benches.

Staff recommends a condition of approval that prior to engineering plan approval, specifications for the play equipment and park amenities should be submitted for city review and approval.

Section 4.3 of the DA does not require off-street parking. However, based on the existing location of the vehicular turnaround area adjacent to the pocket park, vehicles could inadvertently use this area for parking to conveniently access the pocket park. The existing vehicular turnaround area is not to be used for parking and as such, staff finds no parking stall signs should be located along the existing vehicular turnaround area.

Staff recommends a condition of approval that prior to engineering plan approval, no parking signs should be shown adjacent to the existing vehicular turnaround area on the final engineering plans.

Staff recommends a condition of approval that prior to final plat approval, no parking signs should be installed adjacent to the existing vehicular turnaround area.

<u>Neighborhood Traffic Management Plan:</u>
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 (ADTs) or more. The proposed short plat development, which consists of 8 lots, does not meet the threshold for installation of traffic calming features.

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

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

Water:
Per CMC 17.19.040.C.4.a Each lot within a proposed development shall be served by a water distribution system designed and installed in accordance with the Camas Design Standards Manual (CDSM).

Per CMC 17.19.040.C.4.a and the Camas Design Standards Manual (CDSM), a minimum 1-inch water service and water meter box is to be provided for each single-family residence (SFR). Additionally, the water services are to be located adjacent to Lot lines and are to be extended perpendicular from the water main.

The original site plans were submitted in April 2026 (Exhibit 10) with an updated set of preliminary site plans submitted in July 2026 (Exhibit 24). The following discussions and conditions are based on the updated preliminary site plans (Exhibit 24).

NW Pittock Place
There is an existing an 8-inch ductile iron (DI) water main that was extended from the intersection of NW Camas Meadows Drive and NW Pittock Place to the dead-end cul-de-sac on NW Pittock Place. An 8-inch DIP was stubbed from the 8-inch main to commercial Lot 43 for the benefit of future commercial development.

Proposed Private Road
Per the sanitary and water plan sheet PRE5.0 (Exhibit 24), an 8-inch DI water main is shown to be extended from the existing 8-inch water main in NW Pittock Place to a water blow off at the end of the cul-de-sac. The plans also show locations for the 1-inch water services and meter box, as well as a proposed AARV located behind the curb in front of Tract A. However, not all of the water services are shown to be located at lot lines.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the civil plans are to be revised showing all water services and water meter boxes located adjacent to Lot lines.

The updated preliminary site plans (Exhibit 24) indicate that access to Lots 1-8 is to be via a private street, which will serve the proposed development. Public utilities within private roads require a recorded utility access and maintenance easement over and under the utility, which includes the water services from the main to the meter box.

Staff finds a condition of approval is warranted that prior to final plat approval, the applicant is to provide a water utility access and maintenance easement for the operation, inspection, maintenance, and replacement of the water mains, water services, and associated appurtenances is to be granted to the City of Camas over and under the proposed private road, in its entirety. A note to this effect is to be placed on the final plat.

Proposed Plat Note: A water utility access and maintenance easement for the operation, inspection, maintenance, and replacement of the water mains, water services, and associated appurtenances is to be granted to the City of Camas over and under the proposed private road, in its entirety.

Per CMC 17.19.040.C.4.d Landscaping in open space tracts must have a service for an irrigation meter. The owner of the tract is responsible for payment for all fees associated with the installation of the meter and the water usage.

Irrigation services are to be a minimum of 2-inches, irrigation meters are to be a minimum ¾" meter with backflow prevention devices. The locations and proposed sizes are to be shown on both the water utility plans, the street plans, and the landscape/irrigation plans.

Per the updated site plans, there is an Open Space Tract on Tract B and a Public Park located on Tract A. The sanitary and water plans do not show an irrigation service to either of Tracts A or B.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the civil plans are to include the following:

- An irrigation service and meter box are to be shown extended to each of Tract A and Tract B.
- The size of the proposed irrigation services and meter sizes are to be shown on the water and landscape plans.
- Additionally, the locations are to be shown on the street plans.

Staff finds a condition of approval is warranted that prior to final plat approval, a note is to be added to the final plat stating that the owners of Tract A and Tract B are responsible for payment of all fees associated with the installation of the irrigation meter and the water usage. A note to this effect is to be placed on the final plat.

Proposed Plat Note: The owners of Tract A and Tract B are responsible for payment of all fees associated with the installation of the irrigation meter and the water usage.

Per CMC 17.19.040.C.4.a Locations of fire hydrants and flow rates shall be in accordance with City standards and the International Fire Code. The distance between fire hydrants, as indicated in the fire code, is allowed to be doubled when automatic fire sprinklers are installed throughout the development. Per the International Fire Code (IFC) the maximum distance between hydrants is 500-feet. All new residential dwellings are required to have an automatic fire sprinkler system.

The updated preliminary sanitary and water plan shows a proposed fire hydrant located adjacent to Lots 3 and 4, which is approximately 350-feet from the existing hydrant on NW Pittock Place and approximately 150-feet from the end of the cul-de-sac on the private road. Additionally, there is an existing hydrant on the east side of NW McMaster Drive across from Tract A and the vehicular turnaround on the west side of NW McMaster Drive. *This location meets the maximum 500-foot spacing between hydrants.*

<u>NW McMaster Drive</u>

There is an existing an 8-inch ductile iron (DIP) water main that was extended from the intersection of NW Camas Meadows Drive and NW McMaster Drive to serve the Parklands single-family residential development. There is an existing 8-inch by 8-inch tee with 8-inch stubs that were extended to Commercial Lot 44 on the west side and Commercial Lot 45 on east side of NW McMaster Drive with the Parklands construction. The proposed development is <u>not</u> permitted to tap water services off the existing 8-inch stub. There is a short plat application for Parklands Lot 45. The requirements noted below applies to both the Parklands II and Parkland Lot 45 improvements.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the civil plans are to include the following revisions to NW McMaster Drive:

- The existing 8-inch stubs on both sides of the tee are to be cut at the valves, a sufficient distance to allow for installation of a blind flange on both stubs.

- Both valves are to be shutoff, the nut popped off the valves, valve cans removed, and the remaining legs of the stubs abandoned in-place.

Staff finds a condition of approval is warranted that prior to final acceptance, the existing 8-inch stubs on NW McMaster Drive for Lots 44 and 45 are to have been abandoned in-place per the following requirements:

- The existing 8-inch stubs on both sides of the tee are to be cut at the valves, a sufficient distance to allow for installation of a blind flange on both stubs.
- Both valves are to be shutoff, the nut popped off the valves, valve cans removed, and the remaining legs of the stubs abandoned in-place.

FINDING: Staff finds that the development, as conditioned, can and will meet the requirements of CMC 17.19.040.C.4 and the Camas Design Standards Manual (CDSM) for Water.

Storm Drainage:

Provisions for a stormwater system are required per CMC 14.02 Stormwater Control, CMC 17.19.040.C.3 Storm Drainage, and the Camas Design Standards Manual (CDSM)**.**

Stormwater treatment and detention shall be designed in accordance with the latest edition of Ecology's ***Stormwater Management Manual for Western Washington (2024 SWMMWW). Stormwater requirements are not vested to the original Parklands development.***

The proposed development is approximately 3.24 acres (141,134 SF) in size and will consist of eight (8) single-family lots accessed via a new private road, an open space tract (Tract B), and a public pocket park (Tract A). Per Ecology's *Figure I-3.2 Flow Chart for Determining Requirements for New Development (Vol. I, Chapter 3, Page 109)*, the proposed project will result in 5,000 sf, or greater, of new plus replaced hard surface area; therefore, Minimum Requirements (1-9) will apply.

A preliminary stormwater report (PTIR), dated May 4, 2026 (Exhibit 8), was prepared by SGA Engineering and submitted with the application. The applicant also submitted the 2016 Parklands Final Storm TIR (Exhibit 16) as part of the application documents.

MR #1 – Preparation of Stormwater Site Plans: The updated preliminary street and stormwater plans (Exhibit 24) for the stormwater system were incomplete. The stormwater plans are to include the design for the stormwater system, including profiles with inverts at catch basins and manholes, storm main sizes and slopes, and the stormwater treatment system. The new impervious surfaces are required to have phosphorous treatment prior to discharging to the existing wetlands to the north.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the applicant is required to submit a complete set of stormwater plans, which are to include plans, profiles, and details for the collection, conveyance, and treatment system (StormFilter Catch Basins) for review and approval. The treatment system (StormFilter Catch Basins) are required to provide treatment for phosphorous.

Staff finds a condition of approval is warranted that prior to engineering plan approval, a note is to be added to the stormwater improvement plans stating that "all components of the onsite stormwater system are to be owned and maintained by the Homeowners Association and/or homeowners, with right-of-entry granted to the City for inspection purposes.

Staff finds a condition of approval is warranted that prior to final plat approval, a note is to be added to the stormwater improvement plans stating that "all components of the onsite stormwater system are to be owned and maintained by the Homeowners Association and/or homeowners, with right-of-entry granted to the City for inspection purposes.

Proposed Plat Note:
All components of the onsite stormwater system are to be owned and maintained by the Homeowners Association and/or homeowners, with right-of-entry granted to the City for inspection purposes.

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

Staff finds a condition of approval is warranted that prior to any land-disturbing activities, the applicant is required to submit the required SWPPP, per MR #2 of the preliminary TIR that is to include the contractor's name and 24-hour contact information and the CESCL's name and contact information.

MR #3 – Source Control of Pollution: The preliminary TIR sufficiently addresses the various BMPs required for source control, which are included in Section D, of the preliminary TIR (Exhibit 8).

MR #4 – Preservation of Natural Drainage Systems and Outfalls: The preliminary TIR sufficiently addresses MR #4 on pages 4&5 and in Section L of the PTIR.

MR #5 – On-site Stormwater Management: The preliminary TIR sufficiently addresses the on-site stormwater management BMPs on page 5 and section E of the PTIR.

MR #6 – Runoff Treatment: Runoff treatment is addressed on page 5 and in Section F of the preliminary TIR. The report states that as stormwater runoff is ultimately discharged to Lacamas Lake, phosphorous treatment is required. Runoff from paved pollutant-generating surfaces are to be treated using a series of StormFilter cartridges in catch basins prior to discharging to the adjacent wetlands and ultimately Lacamas Lake.

MR #7 – Flow Control Analysis and Design: Sufficiently addressed on page 5 and Appendix A. Per the preliminary TIR (Exhibit 8) and the Final 2016 Storm Report for Parklands (Exhibit 16), flow control is not required for this project as stormwater is discharged to Lacamas Lake which is flow control exempt.

MR #8 – Wetlands Protection: Is sufficiently addressed on page 5 of the PTIR. There aren't any wetlands onsite. The proposed development is adjacent to an existing wetland buffer that was established with the Parklands development.

MR #9 – Operation and Maintenance: Per the preliminary TIR, the onsite storm systems, which includes the new conveyance mains, manholes, treatment catch basins, and the new 6-inch storm line and laterals for Lots 1-8 shall be maintained by the Homeowners Association (HOA) and/or homeowners in accordance with Contech's website for maintenance of StormFilter catch basins and the City of Camas O&M Manual from 2022. This information was not included in the preliminary TIR.

Staff finds a condition of approval is warranted that prior to final plat approval, the applicant is to submit provisions in writing informing the homeowners of the responsibility and outlining the maintenance procedures in accordance with Contech's website for maintenance of StormFilter catch basins and the City of Camas O&M Manual from 2022.

Ecology's *SWMMWW* requires that a designated concrete washout area (Vol. II, Chap. 3, BMP C154) be constructed on a job site that is provided for washout of concrete trucks and, prior to leaving a job site. This is to ensure that the contaminated washout water is not washed into any storm drains, whether private or public.

Staff finds a condition of approval is warranted that prior to building permit issuance, the building permit site plan is required to provide a location on each of the future lots as a designated

concrete washout area during construction of the single-family residences on each future lot.

As a part of the 2017/2018 construction of NW Camas Meadows Drive and Parklands at Camas Meadows, a series of stormwater conveyance mains (Exhibit 31), with stormwater easements, were constructed through Commercial Lots 43 and 44 to discharge stormwater runoff from NW Camas Meadows Drive, NW Pittock Place, and the future developments on the south side of NW Camas Meadows Drive to the wetlands on the north side of the Parklands development.

The applicant for the proposed short plat development is requesting a plat alteration to the existing stormwater easements and underground conveyance system that crosses Commercial Lots 43 and 44. Due to the existing layout of the underground stormwater conveyance system and stormwater easements, which were designed for future commercial sites, the applicant is required to realign the existing conveyance system and easements to allow for the layout of the proposed eight (8) lot short plat development. The proposed realignment (Exhibit 24, sheet PRE4.0) is shown as follows:

- Conveyed from NW Pittock Place to a new manhole and then conveyed northeast along the northwest side of Lot 8 to the wetlands.
- A new manhole is shown installed on the existing storm main at the back of Lot 2, then conveyed between Lots 2 and 3 to a manhole in the private road, then conveyed between Lots 7 and 8 to a manhole and the existing storm dispersion trench along the wetlands.
- The existing south-to-north conveyance main and easement that runs along the east side of the future 'pocket park' will remain in-place with the addition the new stormwater conveyance main and manholes from the end of the cul-de-sac to the wetlands.

Staff finds a condition of approval is warranted that prior to engineering plan approval, a full set of stormwater plans are to be submitted that include the proposed revisions to the existing stormwater conveyance system as well as the new stormwater system that is required for collection and treatment of stormwater runoff for the proposed development.

Staff finds a condition of approval is warranted that prior to final plat approval, a minimum 10-foot-wide stormwater easement is to be added to the final plat over the revised and new underground conveyance system and manholes, with the following plat notes.

Proposed Plat Notes:

- The stormwater conveyance system and manholes located in Tract A and the StormFilter catch basins in the private road, Tract __, are to be owned and maintained by the Homeowners Association (HOA) and/or homeowners of Parklands II, with right-of-entry granted to the city for inspection purposes.
- Permanent structures, including fences, sheds, etc., are not to be constructed within or over the 10-foot-wide stormwater easements located at the rear of Lots 1, 2, 3, 4, and 5; on the northwest side of Lot 8; between Lots 7 and 8; along the rear of Lots 6, 7, and 8; nor over the conveyance system in Tract A. Access is to remain clear of obstructions for maintenance and inspection activities.

Staff finds a condition of approval is warranted that prior to final plat approval, the new conveyance system is to be constructed, tested, and accepted by the city. The existing/old conveyance system, including abandoned manholes and underground stormwater mains, are to be removed. These structures are not to be abandoned in-place.

FINDING: Staff finds that, as conditioned, adequate provisions can or will be made for Storm Drainage.

Erosion Control:

Per 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 CMC 17.21.030.A installation of erosion prevention/sediment control measures are required per an approved erosion and sediment control plan. The updated preliminary plans (Exhibit 24) did not include a complete set of erosion and sediment control plans.

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

The site of the proposed development is approximately 3.24 acres (141,134 SF) in size. Per CMC 17.21.030.B an erosion and sediment control (ESC) bond, in the amount 200% of the engineer's estimate for ESC measures, is to be submitted prior to 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 finds a condition of approval is warranted that prior to any land-disturbing activities, erosion control financial security, in the amount of 200% of the estimated erosion control items, is to be submitted to the city.

Staff finds a condition of approval is warranted 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.

Finding: Staff finds that the development, as conditioned, can and will meet the requirements of CMC 14.06 and the Camas Design Standards Manual (CDSM) for Erosion Control.

Sanitary Sewage Disposal:

Provisions for the sanitary sewer system are required per CMC 17.19.040.C.2 Sanitary Sewer and the Camas Design Standards Manual (CDSM).

There is an existing 2-inch Cl 200 pressure sewer main on the north side of NW Pittock Place that was extended to the dead-end cul-de-sac on NW Pittock Place and an existing 4-inch Cl 200 pressure sewer main on the south side of NW Camas Meadows Drive. Construction of the 4-inch pressure sewer main included stubbing two 2-inch pressure sewer laterals to Commercial Lot 43 and Commercial Lot 44 for future commercial developments. The proposed development is not permitted to extend the existing 2-inch sewer laterals or to tap the existing sewer laterals that were tapped with the NW Camas Meadows Drive improvements.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the civil plans are to include the following on NW Camas Meadows Drive:

- The existing 2-inch pressure sewer stubs are to be cut a sufficient distance from the 4-inch x 2-inch tee to allow for the end of the pressure sewer stubs to be plugged and capped.
- Both valves are to be shutoff, the nut popped off the valves, valve cans removed, and the remaining legs of the stubs abandoned in-place.

Proposed Private Road

Per the preliminary sanitary and water plans (Exhibit 24, sheet PRE5.0), a 2-inch sanitary sewer main will be extended from the existing 2-inch pressure sewer main in NW Pittock Place to the cul-de-sac near Lot 5. The preliminary sewer plans also show the locations for the sewer laterals and STEP tanks required for each of Lots 1-8. However, not all of the sewer laterals and STEP tanks are shown be located at lot lines. Sewer laterals should be on the opposite side of the lot from the water services.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the civil plans are to be revised with the pressure sewer laterals and STEP tanks on the private road, located adjacent to Lot lines on the opposite side of the water services.

The updated preliminary site plans (Exhibit 24) indicate that access to Lots 1-8 is to be via a private road, which will serve the proposed development. Public utilities within private roads require a recorded utility access and maintenance easement over and under the utility, which includes the sanitary sewer laterals and the STEP tanks.

Staff finds a condition of approval is warranted that prior to final plat approval, the applicant is to provide a sanitary sewer utility access and maintenance easement for the operation, inspection, maintenance, and replacement of the pressure sewer main, the sewer laterals, the STEP tanks, and associated appurtenances is to be granted to the City of Camas over and under the proposed private road, in its entirety. A note to this effect is to be placed on the final plat.

Proposed Plat Note: A sanitary sewer utility access and maintenance easement for the operation, inspection, maintenance, and replacement of the pressure sewer main, the sewer laterals, the STEP tanks,, and associated appurtenances is to be granted to the City of Camas over and under the proposed private road, in its entirety.

FINDING: Staff finds that, as conditioned, adequate provisions can or will be made for Sanitary Sewage Disposal.

FINDINGS: 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 Standard Manual and other state adopted standards and plans;

Roads:

Provisions for private street improvements are required per CMC 17.19.040.A.1-8 Private Streets and the Camas Design Standards Manual (CDSM).

Per CMC 17.19.040.B.7, all street names, street numbers, and building numbers shall be assigned in accordance with CMC 12.24. Street naming is the responsibility of the Building Official.

The proposed private street, as shown on the preliminary plat (Exhibit 24, Sheet PRE7.0), as not been named. The private street name will be assigned during the engineering plan review process. Additionally, the private street is to be placed in a Tract with ownership and maintenance responsibilities that of the Homeowners Association (HOA) and/or the homeowners.

Staff recommends a condition of approval that prior to engineering plan approval, the future private street name for the proposed Private Road will be determined by the Building Official.

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

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that Tract __ (private road) shall be owned and maintained by the Homeowners Association (HOA) and/or homeowners.

Proposed Plat Note: Tract __ (private road) shall be owned and maintained by the Homeowners Association (HOA) and/or homeowners.

[Existing Public Road]:

NW Camas Meadows Drive

The proposed development is located on the north side of NW Camas Meadows Drive. Per the City's 2016 Transportation Comp Plan, NW Camas Meadows Drive is classified as an existing 3-lane collector that is fully improved along the frontage of the proposed development.

Per CMC 17.19.040.B.1, half-width street improvements along an existing roadway are required when it is determined to be appropriate by the City Engineer.

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

NW Camas Meadows Drive is fully improved, therefore, the applicant will not be required to dedicate right-of-way or to construct a full-depth half-width frontage improvements. However, an 80-foot-wide commercial access drive was constructed between Lots 43 and 44 for future commercial developments. The applicant will be required to remove the commercial driveway access and construct a full height curb and gutter with a 10-foot-wide sidewalk.

Staff recommends a condition of approval that prior to engineering plan approval, the street plans are to include details for removal of the commercial driveway access and replacement with a full height curb and gutter and a 10-foot-wide sidewalk on NW Camas Meadows Drive.

[Existing Private Roads]:

NW Pittock Place and NW McMaster Drive

The proposed development is bordered on the northwest by NW Pittock Place (PVT) and on the southeast by NW McMaster Road (PVT). Both roads are fully improved, therefore, the applicant will not be required to dedicate right-of-way or to construct full-depth half-width frontage improvements.

[Proposed Private Road]

Unnamed Private Road

Per the updated preliminary plans (Exhibit 24), the proposed development will be accessed from NW Pittock Place behind the existing private gate that was installed with the Parklands at Camas Meadows development. The proposed private road is approximately 410-feet in length as measured from the centerline of NW Pittock Place and will serve eight (8) single-family lots.

Per Camas Design Standards Manual (CDSM) Table 1 – Minimum Private Street Standard D, access to five or more dwelling units, greater than 300-feet shall consist of a 48-foot-wide tract, a 28-foot-wide paved surface, 5-foot-wide sidewalks and 4.5-foot-wide planter strips on both sides, and parking one side only. Additionally, the turnaround cul-de-sac is to be a minimum of 35-foot radius.

As shown on the updated preliminary plat (Exhibit 24, Sheet PRE7.0), the proposed private road meets the *Minimum Private Street Standard D.*

Per CMC 17.19.040.B.12.e Curb return radii shall be no less than thirty-five (35) feet on arterial and collector streets, and no less than twenty-five (25) feet on all other streets.

The updated preliminary street plan (Exhibit 24, Sheet PRE4.0), do not include the curb radii at the intersection of NW Pittock Place and the proposed Private Road.

Staff recommends a condition of approval that prior to engineering plan approval, the street plans are to be revised with the minimum 25-foot curb radii on both sides of the road at the intersection of the Private Road and NW Pittock Place.

Staff recommends a condition of approval that prior to final plat approval, the final plat is to be revised with the minimum 25-foot curb radii on both sides of the road at the intersection of the Private Road and NW Pittock Place.

Per the Camas Design Standards Manual (CDSM), Section IV Design Standards, Table 3 Access Spacing Standards for Local Roadways, the minimum intersection setback from a Collector is 110-feet.

Per the updated preliminary plans (Exhibit 24), the proposed Tract __, Private Road approximately 170-feet from the centerline of NW Camas Meadows Drive. *The proposed private road meets the intersection setback standard from a Collector.*

Per CMC 7.19.040.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' signs on the Private Road 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, no does the City enforce no parking on private roads.

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 Tract __, Private Road.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat that addresses removal of unauthorized vehicles from Tract __, Private Road.

Proposed Plat Note
Tract __: Provisions are to be made for a towing service to remove unauthorized vehicles. 'No Parking and Towing' signs are to be placed on the private road and are the responsibility of the Homeowners and/or the Homeowner's Association (HOA).

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.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that all private Tracts are to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

Proposed Plat Note
Tract __, Private Road, is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

FINDING: Staff finds that the proposed development, as conditioned, can or will meet the city road standards.

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

[Public Utilities]:
Public utilities will be required for this development. All utilities are to be installed underground, per CMC 8.52.040.

[Private Utilities]:
The Homeowners Association (HOA) and/or homeowners will be required to maintain all on-site private improvements, such as the onsite stormwater system, including rear yard storm lines, stormwater conveyance mains, and StormFilter catch basins; the private road Open Space Tract B; Pocket Park on Tract A; associated landscaping; streetlights; signage; and other private improvements.

[Street lighting]:
LED street lighting is to be installed along all street frontages in accordance with Camas Design Standards Manual (CDSM).

NW Camas Meadows Drive
Streetlights on NW Camas Meadows Drive along the proposed frontage are not required as there are existing streetlights.

Proposed Private Road
The proposed development is constructing a private road that will require streetlights in accordance with the Camas Design Standards Manual (CDSM), Section IV, Engineering Design Standards for Street Lighting; and Section V, Lighting Standards, Street Lighting for Private Roads (Acorn). The streetlight spacing per the CDSM, Street Lighting for Private Roads (Acorn), Note 14 is shown to be 150-feet between streetlights.

The updated preliminary street plan has note stating *'Street lighting spacing design in accordance with city of camas and Clark PUD standards (250' – 350' typical spacing).* Streetlight spacing is to be per the Camas Design Standards Manual, Street Lighting for Private Roads (Acorn), Note 14 is shown to be 150-feet between streetlights.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the street plans are to be revised with the streetlights on the Private Road spaced per the Camas Design Standards Manual, Street Lighting for Private Roads (Acorn), at 150-feet between streetlights.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the applicant is to include the streetlight locations for the Private Road on the street plans, the utility plans, and the landscape plans.

Staff finds a condition of approval is warranted that prior to engineering plan approval, the preliminary electrical plans are to be submitted to the city for review and approval prior to submittal to Clark Public Utilities.

Staff finds a condition of approval is warranted that prior to final plat approval, a note is to be added to the final plat stating that the streetlight on Tract __, private road, shall have a separate meter that the Homeowners Association (HOA) and/or the homeowners will be responsible for.

[Driveways]:
Per the City of Camas Street Details for driveways (ST14-16), the driveway throat cannot exceed 40% of the total lot frontage.

Staff recommends a condition of approval that prior to engineering plan approval, a note is to be added to the street plans stating that driveway throats for single-family lots shall not exceed 40% of the total lot frontage.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that driveway throats on single-family lots shall not exceed 40% of the total lot frontage.

[Street Trees and other 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. The proposed preliminary landscape plan provides a 2-inch caliper street tree for each lot for a total of seventeen (17) along the private road in compliance with this requirement (See *Updated Preliminary site plans* Exhibit 24).

Per Section 4.2 of the DA, a minimum of two (2)-inch caliper trees, of a species approved by the City, should be planted in the rear yards of lots backing NW Camas Meadows Drive, which would apply to proposed Lots 1 through 5. Staff finds the proposed preliminary landscape plan shows two (2)-inch caliper trees within the rear yards of proposed Lots 1 through 5 in compliance with this requirement.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant submit a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13. Plants utilized will need to be per the approved City's Plant list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval.

Staff recommends a condition of approval that prior to final acceptance, irrigation and landscaping improvements should be installed or bonded for.

Staff recommends a condition of approval that prior to final occupancy, street trees should be installed or bonded for.

[Retaining Walls]:
CMC 18.17.060 allows for retaining walls up to 6 feet, unless approved by the Director. Exterior retaining walls facing the public right-of-way will be required to be "set back a distance of one foot for every foot in height of a fence in excess of allowed height" per CMC 18.17.060.D. and provide additional landscaping consisting of groundcover, shrubs, and trees. A condition is warranted.

Locations of any proposed retaining walls proposed for construction during the infrastructure improvements are to be shown on the civil construction plans. Block retaining walls are reviewed, approved, and inspected by the Development Engineering Dept. Poured in-place retaining walls are reviewed, approved, and inspected by the Building Dept.

Staff recommends a condition of approval that prior to engineering plan approval, all retaining wall locations are to be shown on the civil construction plans. Requirements are as follows:

- Block retaining walls: submit plans, profiles, sections, and structural calcs for review and to with civil construction plans for review, approval, and inspection by Development Engineering.
- Poured in-place retaining walls: submit plans, profiles, sections, and structural calcs to Building Dept. as part of a building permit application. Building Dept. is responsible for review, approval, and inspection.

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

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

[ROW Dedications]: There aren't any proposed right-of-way improvements that will result in the requirement to dedicate right-of-way.

[Easements]: The applicant will be required to provide the following:

- A utility access and maintenance easement, for the sanitary sewer system and the water distribution system, is to be provided over, across, and under the private road.
- The stormwater system, including the conveyance system, StormFilter treatment catch basins and manholes; and access to said stormwater system is to be owned and maintained by the Homeowners Association (HOA) and/or homeowners with right-of entry granted to the city for the purpose of inspection.

[Reservations]: There are no reservations with the proposed development.

Staff recommends a condition of approval that prior to final plat approval, that all the necessary easements are to be noted on the final plat.

FINDING: Staff finds that provisions for dedications, easements, and reservations, as conditioned, can or will be made by the applicant at the time site plan approval as conditioned.

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

Traffic Impact Analysis:

A traffic impact analysis is required when the projected number of trips are in excess of 199 VPD (vehicles per day). The proposed eight (8) lot development will not generate an excess of 199 VPD. Therefore, a traffic impact analysis (TIA) is not required for the purpose of short platting.

The applicant submitted a Traffic Assessment Memo (Exhibit 7), that was prepared by Charbonneau Engineering, dated March 30, 2026, for the proposed development. Per the Traffic Assessment Memo, the site will generate approximately 7 PM Peak Hour Trips (4 In/3 Out), 6 PM Peak Hour Trips (2 In/4 Out), for a total of approximately 73 Average Daily Trips (ADTs).

City of Vancouver Proportional Share Intersections

The City of Vancouver (COV) collects a proportionate share fee contribution or future improvement to a list of proportionate share intersections. A trip distribution analysis for the proposed development, to zero (0), is required to each of the intersections listed in the COV's Proportionate Share Table. The Table provides the fee associated per PM Peak Hour trip for each of these intersections. The Traffic Assessment Memo, addresses the proportionate share PM Peak Hour trip distribution and fee summary per intersection in Table 2 – City of Vancouver Proportionate Share Fee Summary (Exhibit 7, Page 3) as follows:

Mitigation Location	Mitigation Cost/Peak Hour Trip	Peak Hour Added	Estimated Cost
137th Ave: 49th St to Fourth Plain Blvd	$3,000/PM	0	$0
Fourth Plain Blvd & 152nd Ave Signal	$333/PM	0	$0
Lieser/St. Helens/MacArthur	$2,000/PM	0	$0

176th Ave & SE 20th St	$400/PM	0	$0
192nd Avenue & NE 13th Street	$400/PM	0	$0
192nd Ave & SE 34th St	$150/PM	0	$0
192nd Ave & SR-14 ramps	$2,000/PM	3	$0
SE 192nd Ave & Columbia Palisades Dr (E/W legs only)	$830/PM	0	$0
MacArthur & Andresen Roundabout	$2,285/PM	0	$0
MacArthur & Devine Roundabout	$2,226/PM	0	$0
Grove St/Columbia House Blvd/SR-14 WB Ramp	$600/AM	0	$0
NE 172nd Avenue & NE 18th Street	$300/PM	0	$0
NE 179th Place & NE 18th Street	$900/PM	0	$0
NE 187th Avenue & NE 18th Street	$1,200/PM	0	$0
NE 162nd Avenue & NE 9th Street	$1,500/PM	0	$0
NE 172nd Avenue & NE 9th Street	$4,100/PM	0	$0
NE 192nd Avenue & NE 9th Street	$1,100/PM	0	$0
NE 187th Avenue & SE 1st Street	$1,100/PM	0	$0
	Total Proportional Share Cost		**$6,000**

Based on the above table, prior to the issuance of final acceptance, the applicant shall pay proportionate share fees to the City of Vancouver totaling $6,000.00."

Staff recommends a condition of approval that prior to final acceptance, the applicant is to pay the proportionate share amount of $6,000 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

[Intersection Crash and Safety Assessment]
Per the Traffic Assessment Memo (Exhibit 7, page 3), the WSDOT crash data obtained from a five-year period from January 1, 2020, to December 31, 2024, and the crash data report from March 23, 2026, there weren't any reported crashes at the roundabout located at the intersection of NW Camas Meadows Drive, NW Pittock Place, and NW Payne Street.

Recommendations:

Based on the Traffic Assessment Memo, "… *there are not any improvements proposed to the transportation system"*. ***Staff concurs.***

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

6. The design, shape and orientation of the proposed lots are appropriate to the proposed use for which the lots are intended;

Lot sizes and dimensions:
Exhibit C of the Parklands at Camas Meadows Master Plan Development Agreement (DA) includes the conceptual short plat lot layout for Lots 43 and 44, which was designed to accommodate the existing 100-foot wide Pacificorp transmission corridor easement at the eastern portion of the property. The overall proposed short plat lot layout is generally consistent with the design, shape and orientation of

the master plan lot layout to include eight (8) residential lots that take access from a private road that terminates to a pocket park.

Exhibit B of the DA outlines the dimensional standards applicable to these lots and supersedes the dimensional standards shown on the master plan in Exhibit C of the DA. The applicable development setback standards are as follows: 1) Minimum 15-foot front yard, 2) Minimum 20-foot garage front yard, 3) Minimum 5-foot side yard flanking a street and corner lot rear yard, and 4) Minimum 10-foot side yard at a street. The maximum building lot coverage is 50% (60% with an ADU).

Staff finds the front yard setbacks as shown on the preliminary plat to be 10-feet and 15-feet to the garage for Lots 1-8 and therefore not in compliance with the setback standards.

> Staff recommends a condition of approval that prior to engineering plan approval, the front yard setbacks for Lots 1-8 should be revised to show a 15-foot setback to the house and a 20-foot setback to the garage for compliance with Exhibit B of the DA.

Per the pre-application meeting notes (See *Pre-app notes* Exhibit 6), Exhibit B of the DA does not list a rear or side yard setback and therefore the rear and side yard setbacks shown on the master plan in Exhibit C of the DA are applicable, which is 15-feet for the rear and 5-feet for the non-street side. Staff finds the rear yard setbacks for Lots 1-5 and the side yard setbacks as shown on the preliminary short plat to be in compliance with these standards. However, the rear yard setbacks for Lots 6-8 are shown at less than 5-feet, which is not in compliance with the rear yard setback standard.

> Staff recommends a condition of approval that prior to engineering plan approval, the rear yard setbacks for Lots 6-8 should be revised to a minimum of 15-feet.

<u>Easements:</u>
[Lots 6-8 stormwater easement]
The proposed building envelopes for Lots 6-8 should be located outside of the existing stormwater easement that parallels the rear property line of Lots 6-8 (See *Updated Preliminary site plans* Exhibit 24). The existing storm pipe within this easement should not be impacted and permanent structures are not permitted to be constructed over or within the stormwater easement.

> Staff recommends a condition of approval that prior to engineering plan approval, the rear yard setbacks for Lots 6-8 should be adjusted to outside of the existing stormwater easement.

> Staff recommends a condition of approval that prior to final plat approval, a note should be added to the face of the final plat that the existing storm pipe should not be impacted, and permanent structures are not permitted to be constructed over or within the stormwater easement on Lots 6-8.

[Pacificorp easement]
The east portion of lots 5 and 6 are encumbered by a 100-foot wide Pacificorp easement. The preliminary short plat indicates that the proposed side yard setbacks for Lots 5 and 6 share the west side of the Pacificorp easement.

> Staff recommends a condition of approval that prior to final engineering plan approval, the eastern side yard setback for Lots 5 and 6 should be adjusted to outside of the 100-foot wide Pacificorp easement and shown on the final engineering plans.

It should be noted that the 100-wide Pacificorp easement may have landscaping and building restrictions (i.e. fences or other structures) within the Pacificorp easement that will need to be complied with for Lots 5 and 6.

> Staff recommends a condition of approval that prior to final plat approval, that a note is added to the final short plat indicating any landscaping and building restrictions that may be applicable within

the 100-wide Pacificorp easement for Lots 5 and 6.

Staff recommends a condition of approval that prior to final plat approval, a note is added to the face of the plat identifying lot coverage, setbacks, and building height requirements.

Staff recommends a condition of approval is required that prior to final plat approval, building envelopes should be shown on the final plat. The building envelope should NOT be located within the 100-foot wide Pacificorp easement.

Double frontage lots:
The DA master plan shows double frontage lots at Lots 1 through 5, which back to NW Camas Meadows Drive and front the private road. *Double Frontage lots shall be avoided* per CMC 17.19.030.D.6 except where the lots are adjacent to an arterial or collector; NW Camas Meadows Drive is an arterial road. Per the DA, the double frontage lots are subject to the landscape and fencing requirements of CMC 17.19.030.D.6 but a deviation to these standards may be approved if a sight-obscuring fence or masonry wall is installed along the rear property line. The fence or wall should comply with the City's Gateway Collector and Arterial Fence design detail or better design. Double frontage requirements are discussed in further detail under the landscape buffer section below.

> **FINDING:** Staff finds that the proposed lots, as conditioned, can or will meet the dimensional requirements outlined in the Parklands at Camas Meadows Master Plan DA and the design, shape and orientation of the proposed lots are appropriate to the proposed residential use for which the lots are intended.

7. Provisions are made for the maintenance of commonly owned private facilities;

The preliminary plans include a private road, Tract __, that will be owned and maintained by the Homeowners Association (HOA) and/or Homeowners.

The preliminary stormwater plan proposes the construction of two StormFilter catch basins, manholes, and conveyance piping that will be located in the proposed Private Road. The stormwater system in its entirety are to be owned and maintained by the Homeowners Association (HOA) and/or Homeowners, per CMC 14.02.090, with right-of-entry granted to the city for inspection purposes.

The preliminary site plans and preliminary plat include Tract A, a public access park, and Tract B, an Open Space Tract. Both Tract A and Tract B will be owned and maintained by the Homeowners Association (HOA) and/or Homeowners.

> **FINDING:** Staff finds that provisions for maintenance of commonly owned private facilities is applicable to this development.

8. The short plat complies with the relevant requirements of the Camas land development code and zoning codes, and all other relevant local regulations;

CMC Chapter 16.07 State Environmental Policy Act (city file #SEPA15-14)
A SEPA Determination of Non-Significance (DNS) was issued January 26, 2016, for the Parklands Mixed Use Development Master Plan that included Lots 43 and 44 of the proposed project improvements and therefore additional SEPA review is not required.

CMC Chapter 16.31 Archaeological Resource Protection (city file #ARCH15-06)
An Archaeological Predetermination Survey was prepared by Applied Archaeological Research, Inc., on March 17, 2015, for the Parklands Mixed Use Development Master Plan that included Lots 43 and 44 of the proposed project improvements. Based on the predetermination report, no further study was necessary.

Finding: Staff recommends a condition of approval that if potential artifacts are discovered during the course of construction, work must immediately cease and the State Department of Archaeological and Historic Preservation (DAHP), tribes and the City should be notified.

CMC Chapter 18.13 Landscaping

[Landscape buffers]:

Per CMC 18.13.055(A) Table 1 -*Landscape buffers*, there are no perimeter landscape buffer requirements for single-family residential uses. However, because Lots 1-5 are identified as double frontage lots as discussed above, the landscape and fencing requirements in CMC 17.19.030.D.6 is applicable. Per the DA, the City will allow a deviation to these standards if a sight-obscuring fence or masonry wall is installed along the rear property line. The applicant has not requested a deviation and therefore the standards in CMC 17.19.030.6 should apply.

Existing and proposed grades of the project site adjacent to Camas Meadows Drive sit approximately up to 8-feet below the right-of-way. In addition, an existing interior facing concrete retaining wall and black chain link fence parallels Camas Meadows Drive (see Exhibit 30). Due to these conditions, staff finds a sight-obscuring fence not practicable and at a minimum a 10-wide high screen landscape buffer pursuant to CMC 17.19.030.6.a should be provided along the rear property lines of Lots 1-5 to buffer and screen the lots from public view.

Staff recommends a condition of approval that prior to engineering plan approval, the final landscape plans should show a minimum 10-foot wide landscape buffer tract adjacent to Camas Meadows Drive pursuant to CMC 17.19.030.D.6.a to including the following:

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.

CMC 17.19.030.D.6.c requires the side and rear building facades visible from an arterial, in this case Camas Meadows Drive, maintain the architectural design, horizontal and vertical articulation, level of detail, and materials and colors consistent with the front building façade in order to avoid blank walls. This standard is applicable to the rear building facades of Lots 1 through 5 and the exterior side building façades of Lot 1 and Lot 5.

Staff recommends a condition of approval that prior to building permit approval, the rear building facades of Lots 1 through 5 and the exterior side building facades of Lot 1 and 5 should exhibit architectural design and detail similar to the front façade.

[Backyard trees]:

Per the DA, a minimum of two (2)-inch caliper trees, of a species approved by the City, should be planted in the rear yards of lots backing NW Camas Meadows Drive, which would apply to proposed Lots 1 through 5. Staff finds the proposed preliminary landscape plan provides two (2)-inch caliper trees within the rear yards of Lots 1 through 5 and therefore satisfies this requirement.

[Tree density]:

A minimum of 20 tree units (TUs) per net developable acre (exclusive of critical areas and open space) is required for residential development per CMC 18.13.051(A) Table 1 – *Required Tree Density* and should be included into the overall landscape plan. Based on the 2.73- net acres, 54 TUs are required. Approximately 34 trees are proposed to be planted worth 34 TUs. With the proposed retainage of existing trees worth approximately 9 tree units as shown on the preliminary landscape plan, a total of 43 TUs are proposed. Staff finds an additional 20 TUs should be provided to meet this requirement for a total of 54 TUs.

Staff recommends a condition of approval that prior to engineering plan approval, the final landscape plans should include a total of 54 tree units.

Staff recommends a condition of approval that prior to engineering plan approval, tree protection fencing measures should be shown on the final engineering plans for existing trees proposed for preservation.

CMC 18.17.060 Retaining walls

Any proposed retaining walls shall not exceed a total height of 6-feet per CMC 18.17.060 and will be conditioned as such.

Locations of all proposed retaining walls are to be shown on the civil construction plans. Block retaining walls are reviewed, approved, and inspected by the Development Engineering Dept. Poured in-place concrete retaining walls require a building permit submitted to the Building Dept. for review, approval, and inspection by the Building Inspector.

Staff recommends a condition of approval that prior to engineering plan approval, all retaining wall locations are to be shown on the civil construction plans. Requirements are as follows:

- Block retaining walls: submit plans, profiles, sections, and structural calcs for review and to Development Engineering for review, approval, and inspection by Development Engineering.
- Poured in-place retaining walls: submit plans, profiles, sections, and structural calcs to Building Dept. as part of a building permit application. Building Dept. is responsible for review, approval, and inspection.

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

CMC 18.55.270.E Plat Alteration

Existing 10-foot-wide private stormwater easements traverse Lots 43 and 44 of the recorded Estates at the Archery subdivision plat (See *Archery plat* Exhibit 17). This existing stormwater conveyance system conveys stormwater runoff from surrounding developments and adjacent streets. Based on the proposed preliminary short plat layout, the proposed building envelopes for the new residential lots would overlay the existing stormwater lines. To avoid this impact, the applicant proposes to re-route the existing stormwater system to accommodate the lot layout as shown on the proposed preliminary short plat (See Exhibit 24).

Finding: As such, any existing easements proposed to be extinguished or rerouted requires a plat alteration pursuant to CMC 18.55.270.E, which is a modification to the previously recorded Estates at the Archery subdivision plat.

[RCW 58.17.215]

Plat alterations are processed as provided in RCW 58.17.215 which states *"When any person is interested in the alteration of any subdivision or the altering of any portion thereof, except as provided in RCW 58.17.040(6), that person shall submit an application to request the alteration of the legislative authority of the city, town, or county where the subdivision is located. The application shall contain the signatures of the majority of those persons having an ownership interest of lots, tract, parcels, sites or division in the subject subdivision or portion to be altered."*

Finding: Staff finds the proposed plat alteration does not need to include signature of persons having interest in the subdivision to be altered as Article VIII Section 5 of the recorded CC&R's (see *Parklands-Archery CC&R's* Exhibit 18) for the Estates at the Archery subdivision gives the City of Camas authority to approve modifications to the stormwater easements.

This section of the RCW further states *"the legislative body shall determine the public use and interest in the proposed alteration and may deny or approve the application for alteration."*

> **Finding:** Staff finds that rerouting the stormwater system to outside of the proposed building envelopes avoids any potential impact to the use and thereby is in the best interest of those served by the stormwater system.

In addition, "*If any land within the alteration is part of an assessment district, any outstanding assessments shall be equitably divided and levied against the remaining lots, parcels, or tract, or be levied equitably on the lots resulting from the alteration."*

> **Finding:** The submitted short plat is under one ownership, and there are not any outstanding assessments.

Lastly, *"If any land within the alteration contains a dedication to the general use of persons residing within the subdivision, such land may be altered and divided equitably between the adjacent properties.*

> **Finding:** Rerouting the location of the stormwater conveyance system is the only change to the subdivision, and this plat alteration does not change the general use of the easements for people residing within the subdivision. It is in the interest of the City to ensure that the re-routed stormwater conveyance system is constructed prior to final plat approval. With that, staff recommends a condition of approval that the re-routed stormwater lines be constructed prior to final short plat approval.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that the Parklands II Short Plat (SP26-1005) and Plat Alteration (PLATALT26-1001) 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 Short Plat (SP26-1005) and Plat Alteration (PLATALT26-1001) of Parklands II subject to the following conditions of approval:

CONDITIONS OF APPROVAL

Standard Conditions:

1. The engineering site improvement plans and landscape plans shall be prepared by a Washington State licensed civil engineer in accordance with the City of Camas Design Standards Manual (CDSM) and CMC 17.19.040.
2. 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.
3. Installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
4. The applicant is responsible for ensuring that all public and private utilities; including underground power, telephone, gas, communications, CATV, streetlights, and associated appurtenances are installed.

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/civilconstructionapplication*.
6. Community Development (CDEV) Engineering is responsible for review and approval of the proposed development improvement plans.
7. Community Development (CDEV) Engineering collects a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
    a. Engineering staff will invoice the applicant with the 1% fee amount.
        i. Payment of the 1% plan review (PR) fee shall be due prior to the start of the plan review process.
    b. Engineering staff will invoice the applicant with the 2% fee amount.
        i. Payment of the 2% construction inspection (CI) fee shall be due prior to construction plan approval and release of approved plans to the applicant's consultant.
    c. Under no circumstances will the applicant/contractor be allowed to begin construction prior to engineering plan approval, this includes tree removal, clearing, and grading.
8. When applicable, existing wells, septic tank, and septic drain fields shall be decommissioned in accordance with state and county guidelines, per CMC 17.19.020.
9. A 6-foot private utility easement (PUE) shall be located outside and adjacent to the right-of-way on public streets and outside of the tracts on private streets.
10. The applicant is required to submit a draft electrical plan for streetlights, transformers, etc. to Community Development (CDEV) Engineering for review and approval prior to submittal of the plan to Clark Public Utility (CPU).
11. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting, and traffic control markings for the improved subdivision.
12. When applicable, the applicant is also responsible for purchase and installation of any proposed private gates and controllers. Gates on private roads require a gate permit that is submitted to and approved by the Fire Marshal's Office (FMO).
13. Prior to any land-disturbing activities, which includes clearing, grubbing, grading, and tree removal, the applicant is to have approved engineering plans.
14. Prior to any land-disturbing activities of an acre or more, the applicant is to have approved engineering plans and an *NPDES General Construction Stormwater Permit* (GCSWP), which is issued by the Washington State Dept. of Ecology.
    a. The applicant is to submit a copy of the *NPDES General Construction Stormwater Permit* (GCSWP), and the *Stormwater Pollution Prevention Plan* (SWPPP), which is required as a component of the NPDES GCSWP permit, prior to a pre-construction meeting.
15. Prior to commencing any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond (ESC) in the amount of 200% of the cost for erosion control measures, per CMC 17.21.030.B and CMC 14.06.200.
    a. Staff will provide a letter to the applicant with the required ESC amount.
16. 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, tribes and DAHP.

17. The applicant shall comply with the recommendations of the geotechnical report prepared by Columbia West Engineering, Inc., dated June 9, 2026, to minimize any potential hazards associated with construction.
18. Final plat submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050, and the Camas Design Standards Manual.
19. A Homeowners Association (HOAs) will be required and a draft copy of the CC&Rs for the development is 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 stormwater facility, private storm drainage systems, open spaces, retaining walls, fencing, landscaping, irrigation, the private road, and tracts or easements outside of the City's right-of-way. All necessary easements and dedications shall be noted on the final plat.
20. Accessory dwelling units shall not be precluded in the CC&R's.
21. 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.
22. Prior to final acceptance, the final plat shall be reviewed and approved by Staff and recorded with the County.
23. Prior to final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
    a. As-builts are to be submitted as PDFs for review and approval.
    b. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.
    c. Approved as-builts are to be submitted in PDF and in either AutoCad or Carlson formats.
24. 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, prior to issuance of Final Acceptance from CDEV Engineering.
25. Prior to final acceptance the 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A Upon final acceptance of the development improvements a two-year (2) warranty bond commences.
26. 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
27. 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.
28. 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 is issued.
29. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
30. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three (3) years after issuance of Certificate of Occupancy (COO).
    a. If plantings fail to survive, the property owner shall promptly replace them.
31. 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.

32. Unless construction of this site commences within seven (7) years of issuance of this decision, this permit will expire per the recorded Parklands at Camas Meadows Mixed Use Master Plan (DA recording #6248594).

Special Conditions of Approval:

Prior to Any Land-Disturbing Activities:

Planning:

33. Prior to any land disturbing activities, temporary high-visibility construction fencing shall be installed that clearly marks in the field any existing trees proposed for preservation and shall remain throughout the permitted construction activities.

Engineering:

34. Prior to any land-disturbing activities, the applicant is required to submit the required SWPPP, per MR #2 of the preliminary TIR that is to include the contractor's name and 24-hour contact information and the CESCL's name and contact information.
35. Prior to any land-disturbing activities, erosion control financial security, in the amount of 200% of the estimated erosion control items, is to be submitted to the city.
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.

Prior to Engineering Plan Approval:

Planning:

37. Prior to engineering plan approval, tree protection fencing measures shall be shown on the site improvement plans for those existing trees proposed for preservation.
38. Prior to engineering plan approval, the final engineering plans shall include the following:
    a. Show tree protection fencing measures for existing trees proposed for preservation.
    b. The 8-foot wide paved trail shall be placed entirely within the existing 10-foot wide public trail access easement along the eastern edge of the project site.
    c. The proposed trail within the pocket park area shall not have a direct connection to the existing vehicular turnaround area but rather connect to the existing sidewalk in NW McMaster Drive.
    d. The existing turnaround area shall be removed from the pocket park acreage and therefore the pocket park acreage shall be revised to provide a minimum 15,000 square feet of area.
    e. Provide specifications for the play equipment and park amenities.
    f. No parking signs shall be shown adjacent to the existing vehicular turnaround area.
39. Prior to engineering plan approval, the applicant shall work with city staff to extend the T-1 trail to the west from the western edge of Lot 7 of the Estates as the Archery subdivision and tie into the required 8-foot wide paved trail.

40. Prior to engineering plan approval, a final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC 18.13 shall be submitted to the City for review and approval to include the following but not limited to:
    a. A minimum total of 54 tree units shall be provided.
    b. A minimum 10-foot wide landscape buffer tract shall be provided adjacent to Camas Meadows Drive to include a minimum 2-inch caliper tree every thirty feet on-center, three foot tall shrubs that form a continuous screen, and groundcover plans that fully cover the remainder of the landscape area.
    c. Plants utilized shall be per the approved City's Tree list in the Camas Design Manual. Plants not on the approved City list, characteristic cards shall be submitted to the City for review and approval.
    d. The planting specifications and landscape notes in the Camas Design Manual shall be included on the final landscape plan.
    e. Irrigation shall be noted on the final landscape plan.
41. The front yard setbacks for Lots 1-8 shall show a minimum 15-feet to the house and a minimum 20-feet to the garage.
42. The rear yard setbacks for Lots 6-8 shall be revised to a minimum of 15-feet and located outside of the existing stormwater easement located at the back of those lots.
43. The eastern side yard setback for Lots 5 and 6 shall be adjusted to outside of the 100-foot wide Pacificorp easement.
44. Any proposed retaining walls shall be shown on the engineering plans for city review and approval, and the total height of the retaining walls shall not exceed 6-feet in height per CMC 18.17.060.

Engineering:

[Water]

45. Prior to engineering plan approval, the civil plans are to be revised showing all water services and water meter boxes located adjacent to Lot lines.
46. Prior to engineering plan approval, the civil plans are to include the following:
    a. An irrigation service and meter box are to be shown extended to each of Tract A and Tract B.
    b. The size of the proposed irrigation services and meter sizes are to be shown on the water and landscape plans.
    c. Additionally, the locations are to be shown on the street plans.
47. Prior to engineering plan approval, the civil plans are to include the following revisions to NW McMaster Drive:
    d. The existing 8-inch stubs on both sides of the tee are to be cut at the valves, a sufficient distance to allow for installation of a blind flange on both stubs.
    e. Both valves are to be shutoff, the nut popped off the valves, valve cans removed, and the remaining legs of the stubs abandoned in-place.

[Storm Drainage]

48. Prior to engineering plan approval, the applicant is required to submit a complete set of stormwater plans, which are to include plans, profiles, and details for the collection, conveyance, and treatment system (StormFilter Catch Basins) for review and approval. The treatment system

(StormFilter Catch Basins) are required to provide treatment for phosphorous.

49. Prior to engineering plan approval, a note is to be added to the stormwater improvement plans stating that "all components of the onsite stormwater system are to be owned and maintained by the Homeowners Association and/or homeowners, with right-of-entry granted to the City for inspection purposes.

50. Prior to engineering plan approval, a full set of stormwater plans are to be submitted that include the proposed revisions to the existing stormwater conveyance system as well as the new stormwater system that is required for collection and treatment of stormwater runoff for the proposed development.

[Erosion Control]

51. Prior to engineering plan approval, the applicant is required to submit a complete set of Erosion Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.

[Sanitary Sewage Disposal]

52. Prior to engineering plan approval, the civil plans are to include the following on NW Camas Meadows Drive:
    a. The existing 2-inch pressure sewer stubs are to be cut a sufficient distance from the 4-inch x 2-inch tee to allow for the end of the pressure sewer stubs to be plugged and capped.
    b. Both valves are to be shutoff, the nut popped off the valves, valve cans removed, and the remaining legs of the stubs abandoned in-place.

53. Prior to engineering plan approval, the civil plans are to be revised with the pressure sewer laterals and STEP tanks on the private road, located adjacent to Lot lines on the opposite side of the water services.

[Roads]

54. Prior to engineering plan approval, the future private street name for the proposed Private Road will be determined by the Building Official.

55. Prior to engineering plan approval, the street plans are to include details for removal of the commercial driveway access and replacement with a full height curb and gutter and a 10-foot-wide sidewalk on NW Camas Meadows Drive.

56. Prior to engineering plan approval, the street plans are to be revised with the minimum 25-foot curb radii on both sides of the road at the intersection of the Private Road and NW Pittock Place.

57. Prior to engineering plan approval, the applicant should provide a design for a 'No Parking and Towing' signs on the Private Road 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, no does the City enforce no parking on private roads.

<u>Utilities, Street Lighting, Street Trees, and Other Improvements</u>:

[Street Lighting]

58. Prior to engineering plan approval, the street plans are to be revised with the streetlights on the Private Road spaced per the Camas Design Standards Manual, Street Lighting for Private Roads (Acorn), at 150-feet between streetlights.

59. Prior to engineering plan approval, the applicant is to include the streetlight locations for the Private Road on the street plans, the utility plans, and the landscape plans.

60. Prior to engineering plan approval, the preliminary electrical plans are to be submitted to the city for review and approval prior to submittal to Clark Public Utilities.

[Driveways]

61. Prior to engineering plan approval, a note is to be added to the street plans stating that driveway throats for single-family lots shall not exceed 40% of the total lot frontage.

[Retaining Walls]

62. Prior to engineering plan approval, all retaining wall locations are to be shown on the civil construction plans. Requirements are as follows:

    c. Block retaining walls: submit plans, profiles, sections, and structural calcs for review and to with civil construction plans for review, approval, and inspection by Development Engineering.

    d. Poured in-place retaining walls: submit plans, profiles, sections, and structural calcs to Building Dept. as part of a building permit application. Building Dept. is responsible for review, approval, and inspection.

Prior to Final Short Plat Approval:

63. The rerouted stormwater lines shall be constructed prior to final short plat approval.

64. The park improvements shall be completed prior to final short plat approval.

65. A note shall be added to the face of the final short plat that the pocket park is to be accessible to the public and owned and maintained by the homeowner's association.

66. The existing vehicular turnaround area shall be placed in a separate tract from the pocket park and owned and maintained by the homeowner's association.

67. No parking signs shall be installed adjacent to the existing vehicular turnaround area.

68. A note shall be added to the face of the final short plat that the existing storm pipe shall not be impacted, and no permanent structures shall be permitted to be constructed over or within the stormwater easement on Lots 6-8.

69. A note shall be added to the face of the final short plat indicating any landscaping and building restrictions that may be applicable within the 100-foot wide Pacificorp easement for Lots 5 and 6.

70. 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 by the homeowner.

71. A note shall be added to the face of the final short plat identifying lot coverage, setbacks, and building height requirements.

72. Building envelopes shall be shown on the final short plat.

73. Notes shall be placed on the final short plat identifying specific ownership and maintenance responsibilities for all tracts.

Engineering:

[Water]

74. Prior to final plat approval, the applicant is to provide a water utility access and maintenance easement for the operation, inspection, maintenance, and replacement of the water mains, water services, and associated appurtenances is to be granted to the City of Camas over and under the proposed private road, in its entirety.

75. Prior to final plat approval, a note is to be added to the final plat stating that the owners of Tract A and Tract B are responsible for payment of all fees associated with the installation of the irrigation meter and the water usage.

[Storm Drainage]

76. Prior to final plat approval, a note is to be added to the stormwater improvement plans stating that "all components of the onsite stormwater system are to be owned and maintained by the Homeowners Association and/or homeowners, with right-of-entry granted to the City for inspection purposes.

77. Prior to final plat approval, the applicant is to submit provisions in writing informing the homeowners of the responsibility and outlining the maintenance procedures in accordance with Contech's website for maintenance of StormFilter catch basins and the City of Camas O&M Manual from 2022.

78. Prior to final plat approval, a minimum 10-foot-wide stormwater easement is to be added to the final plat over the revised and new underground conveyance system and manholes, with the following plat notes.

    a. The stormwater conveyance system and manholes located in Tract A and the StormFilter catch basins in the private road, Tract __, are to be owned and maintained by the Homeowners Association (HOA) and/or homeowners of Parklands II, with right-of-entry granted to the city for inspection purposes.

    b. Permanent structures, including fences, sheds, etc., are not to be constructed within or over the 10-foot-wide stormwater easements located at the rear of Lots 1, 2, 3, 4, and 5; on the northwest side of Lot 8; between Lots 7 and 8; along the rear of Lots 6, 7, and 8; nor over the conveyance system in Tract A. Access is to remain clear of obstructions for maintenance and inspection activities.

79. Prior to final plat approval, the new conveyance system is to be constructed, tested, and accepted by the city. The existing/old conveyance system, including abandoned manholes and underground stormwater mains, are to be removed. These structures are not to be abandoned in-place.

[Sanitary Sewage Disposal]

80. Prior to final plat approval, the applicant is to provide a sanitary sewer utility access and maintenance easement for the operation, inspection, maintenance, and replacement of the pressure sewer main, the sewer laterals, the STEP tanks, and associated appurtenances is to be granted to the City of Camas over and under the proposed private road, in its entirety. A note to this effect is to be placed on the final plat.

[Roads]

81. Prior to final plat approval, the final plat is to be revised with the final street name as determined by the Building Official.
82. Prior to final plat approval, a note is to be added to the final plat stating that Tract __ (private road) shall be owned and maintained by the Homeowners Association (HOA) and/or homeowners.
83. Prior to final plat approval, the final plat is to be revised with the minimum 25-foot curb radii on both sides of the road at the intersection of the Private Road and NW Pittock Place.
84. Prior to final plat approval, a note is to be added to the final plat that addresses removal of unauthorized vehicles from Tract __, Private Road.
85. Prior to final plat approval, a note is to be added to the final plat stating that all private Tracts are to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

[Street Lighting]

86. Prior to final plat approval, a note is to be added to the final plat stating that the streetlight on Tract __, private road, shall have a separate meter that the Homeowners Association (HOA) and/or the homeowners will be responsible for.

[Driveways]

87. Prior to final plat approval, a note is to be added to the final plat stating that driveway throats on single-family lots shall not exceed 40% of the total lot frontage.

[Right-of-ways/Easements/Reservations]

88. Prior to final plat approval, all the necessary easements are to be noted on the final plat.

Prior to Final Acceptance:

Planning:

89. The 8-foot wide trail shall be installed prior to final acceptance.
90. Landscaping (other than street trees) and irrigation shall be installed or bonded for as approved on the final landscape plans prior to final acceptance.

Engineering:

[Water]

91. Prior to final acceptance, the existing 8-inch stubs on NW McMaster Drive for Lots 44 and 45 are to have been abandoned in-place per the following requirements:
    a. The existing 8-inch stubs on both sides of the tee are to be cut at the valves, a sufficient distance to allow for installation of a blind flange on both stubs.
    b. Both valves are to be shutoff, the nut popped off the valves, valve cans removed, and the remaining legs of the stubs abandoned in-place.

[Roads]

92. Prior to final acceptance, the applicant should be required to install the 'No Parking and Towing' signs on Tract __, Private Road.

93. Prior to final acceptance, the applicant is to pay the proportionate share amount of $6,000 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

Prior to Building Permit issuance:

94. The rear building facades of Lots 1 through 5 and the exterior side building facades of Lots 1 and 5 shall exhibit architectural design and detail similar to the front façade.

95. Prior to building permit issuance, the building permit site plan is required to provide a location on each of the future lots as a designated concrete washout area during construction of the single-family residences on each future lot.

Prior to Final Occupancy:

96. 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.

PLAT NOTES

1. A homeowner's association (HOA) will be required for this development. Copies of the CC&Rs shall be submitted on file with the City of Camas.
2. The stormwater treatment catch basins, manholes, conveyance piping, and rear yard storm lines are to be owned and maintained by the Homeowners Association (HOA) and/or property owners, with right-of-entry granted to the city for inspection purposes.
3. Additional landscaping and building restrictions may be applied within the 100-foot wide Pacificorp easement for Lots 5 and 6.
4. Tract A is a Public Park for active and passive recreation, to be owned and maintained by the HOA.
5. Tract B is an Open Space area intended for passive recreation and to be owned and maintained by the HOA.
6. The existing storm pipe north of Lots 6-8 shall not be impacted and no permanent structures shall be permitted to be constructed over or within the stormwater easement on Lots 6-8.
7. The following minimum setbacks shall apply: Front yard 15-feet, Front yard to garage 20-feet, Side yard flanking a street and corner lot rear yard 5-feet, Side yard 5-feet, Side yard at street 10-feet, and Rear yard 15-feet. The maximum building lot coverage is 50% (60% with an ADU).
8. No further short platting or subdividing will be permitted once the final plat has been recorded.
9. Building permits will not be issued by the Building Department until all short plat improvements are completed and accepted by the City.
10. The lots in this short plat 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.

11. Automatic fire sprinkler systems designed and installed in accordance with NFPA 13D are required in all structures.
12. Illegally parked vehicles may be subject to towing or other private parking enforcement measures in accordance with the provisions outlined in the HOA documents.
13. All required tree plantings shall be maintained in good health and shall be promptly replaced (within six months) if damaged or in poor health by the homeowner.
14. A water utility access and maintenance easement for the operation, inspection, maintenance, and replacement of the water mains, water services, and associated appurtenances is to be granted to the City of Camas over and under the proposed private road, in its entirety.
15. The owners of Tract A and Tract B are responsible for payment of all fees associated with the installation of the irrigation meter and the water usage.
16. All components of the onsite stormwater system are to be owned and maintained by the Homeowners Association and/or homeowners, with right-of-entry granted to the City for inspection purposes.
17. The stormwater conveyance system and manholes located in Tract A and the StormFilter catch basins in the private road, Tract __, are to be owned and maintained by the Homeowners Association (HOA) and/or homeowners of Parklands II, with right-of-entry granted to the city for inspection purposes.
18. Permanent structures, including fences, sheds, etc., are not to be constructed within or over the 10-foot-wide stormwater easements located at the rear of Lots 1, 2, 3, 4, and 5; on the northwest side of Lot 8; between Lots 7 and 8; along the rear of Lots 6, 7, and 8; nor over the conveyance system in Tract A. Access is to remain clear of obstructions for maintenance and inspection activities.
19. A sanitary sewer utility access and maintenance easement for the operation, inspection, maintenance, and replacement of the pressure sewer main, the sewer laterals, the STEP tanks,, and associated appurtenances is to be granted to the City of Camas over and under the proposed private road, in its entirety.
20. Tract __ (private road) shall be owned and maintained by the Homeowners Association (HOA) and/or homeowners.
21. Tract __: Provisions are to be made for a towing service to remove unauthorized vehicles. 'No Parking and Towing' signs are to be placed on the private road and are the responsibility of the Homeowners and/or the Homeowner's Association (HOA).
22. Tract __, Private Road, is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).
23. Driveway throats on the single-family lots shall not exceed 40% of the total lot frontage.

Lauren Hollenbeck

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