Hearings Examiner Meeting Agenda
Wednesday, September 02, 2026, 4:00 PM
Council Chambers, 616 NE 4th AVE

NOTE: The City welcomes public meeting citizen participation. TTY Relay Service: 711. In compliance with the ADA, if you need special assistance to participate in a meeting, contact the City Clerk's office at (360) 834-6864, 72 hours prior to the meeting so reasonable accommodations can be made (28 CFR 35.102-35.104 ADA Title 1)

To Participate Remotely:

OPTION 1 -

1. Go to www.zoom.us and download the app or click "Join A Meeting" and use Meeting ID – 838 7723 6775
2. Or, from any device click https://cityofcamas-us.zoom.us/j/83877236775

OPTION 2 - Join by phone (audio only):
Dial 877-853-5257 and enter meeting ID# 838 7723 6775

For Public Comment:
Click the raise hand icon in the app or by phone, hit *9 to "raise your hand", or email to communitydevelopment@cityofcamas.us

These will be entered into the meeting record. Emails received up until one hour before the start of the meeting will be emailed to the Meeting Body prior to the meeting start time.

CALL TO ORDER

INTRODUCTIONS AND INSTRUCTIONS

HEARING ITEM

1. Uhacz Subdivision (File No. SUB26-1011)
   Presenter: Madeline Coulter, Planner

CLOSE OF MEETING

LAND USE DECISION

STAFF REPORT

File No. SUB26-1011

(Consolidated files: Critical Area, SEPA, and Archeology Review)

Report Date: August 24, 2026

TO	Hearings Examiner	**HEARING DATE**	September 2, 2026 at 4:00 PM
PROPOSAL	To subdivide 6.98 acres into 32 single family lots.		
LOCATION	The site is located at 27429 SE 15TH ST in the SW ¼ Section 36, Township 2 North, Range 3 East of the Willamette Meridian; and described as tax parcel 178413000.		
APPLICANT/ OWNER	AKS Engineering & Forestry LLC 9600 NE 126th Ave Suite 2520 Vancouver, WA 98682	**OWNER**	Uhacz Family Trust 1918 SE 283RD AVE Camas, WA 98607
APPLICATION SUBMITTED	March 13, 2026	**APPLICATION COMPLETE**	May 5, 2026
SEPA	The City issued a SEPA Determination of Non-Significance (DNS) on 6/18/2026, with a comment period that ended on 7/2/2026. The SEPA DNS was mailed to property owners and published in the Post Record on 6/18/2026. Legal publication #1108300.		
PUBLIC NOTICES	A Notice of Application and Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on 8/6/2026. Legal publication #1118430.		

APPLICABLE LAW: The application was submitted on 3/13/2026, and the applicable codes are those codes that were in effect at the date of the application's first submittal. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, specifically (but not limited to): Chapter 17.11 Subdivision, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, and Chapter 18.55 Administrative Procedures. [Note: Citations from Camas Municipal Code (CMC) are indicated in *italic* type.]

Contents

Chapter 16.07 State Environmental Policy Act 2

Chapter 16.31 Archaeological Preservation 2

Chapter 16.51 Critical Areas 2

Chapter 17.11 Subdivisions 3

PUBLIC COMMENTS 28

CONCLUSION 28

RECOMMENDATION 28

CONDITIONS OF APPROVAL 28

SUMMARY

An application has been made to the City of Camas for Preliminary Plat approval to subdivide 6.98 acres into 32 lots zoned Single-Family Residential (R-6). The site currently has one single family residence. The proposal includes stormwater, private streets, landscaping, and parking tracts.

The subject site is bordered to the north and west by unincorporated Clark County jurisdiction. To the east and south are single family homes zoned single-family residential (R-6).

The proposed Preliminary Plat does or can comply with the applicable standards of the Camas Municipal Code (CMC) and Revised Code of Washington (RCW).

Chapter 16.07 State Environmental Policy Act

A SEPA checklist was submitted, and a Determination of Non-Significance (DNS) was issued on June 18, 2026, as the proposed development will include more than nine residential dwelling units and contains critical areas per CMC 16.07.020.A.1. The comment period ended July 2, 2026, and five comments were received. One comment was from the Department of Ecology regarding waste management (Exhibit 23). The four other comments (Exhibits 21-22, 24-25) were regarding archaeology, environmental, traffic, and water drainage, which are discussed further in this report.

> **FINDING:** Staff finds the comments provided by the Department of Ecology should be complied with.

Chapter 16.31 Archaeological Preservation

An Archaeological Predetermination Report dated September 18, 2025, was prepared by Applied Archaeological Research, Inc. and was sent to the Department of Archaeology and Historic Preservation and the tribes. Based on the report, additional excavations within the site are recommended which can be conducted under an archaeological excavation permit issued by DAHP.

The report and findings are not subject to the open public records act and as such, the City cannot disclose the results.

> **FINDING:** Staff finds a condition of approval is warranted that the applicant must follow the report recommendations and receive the applicable permits from DAHP prior to site development. Staff also finds if potential artifacts are discovered during construction, work must immediately cease, and both the State Department of Archaeological and Historic Preservation and the City shall be notified.

Chapter 16.51 Critical Areas

CMC Chapter 16.61 – Geological Hazardous Areas

16.59.060(C) Geotechnical Evaluation and Assessment. A critical area report for geologically hazardous areas shall first contain a site evaluation and, if required, an assessment of geological hazards.

City mapping identified the subject property within an area of geologically hazardous areas (i.e. steep slopes). As such, the applicant submitted a Preliminary Geotechnical Report prepared by Columbia West Engineering, Inc dated June 17, 2025, which identified the site slopes downward to the north and south

from a topographic high in the middle of the site. The slopes range from 5% to 20%. The geotechnical report concludes that the property is geotechnical sound for the project provided the recommendations discussed throughout the report are complied with.

FINDING: Staff finds the property to be developable based on the findings and recommendations in the Preliminary Geotechnical Report. The applicant will need to comply with the recommendations of the geotechnical report from Columbia West Engineering, Inc dated June 17, 2025.

Chapter 17.11 Subdivisions

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

1. The proposed subdivision is in conformance with the Camas Comprehensive Plan, Parks and Open Space Comprehensive Plan, Neighborhood Traffic Management Plan, and any other City adopted plans.

Comprehensive Plan

The subject property is designated as Single-Family High Residential in the City's Comprehensive Plan, which includes the Single-Family Residential (R-6) zone designation.

Overall, the 2035 City of Camas Comprehensive Plan supports the subdivision through a number of land use policies such as the following:

- LU Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- LU-1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.
- LU-3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- H-1: Maintain the strength, vitality, and stability of all neighborhoods and promote the development of a variety of housing choices that meet the needs of all members of the community.
- H-1.6: Encourage in-fill development on vacant or underutilized sites, subject to design review guidelines, that have adequate urban services and ensure that the development is compatible with the surrounding neighborhood.

The proposed subdivision will help accommodate the projected growth through the utilization of existing land. The proposed houses, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing Element of the Comprehensive Plan.

Parks and Open Space Plan

The 2022 Parks and Recreation Open Space Plan identifies a segment of the T-27 trail, shown to traverse southeast-to-northwest near the center of the proposed development.

Tract A – Open Space

The updated preliminary plans (Exhibit 14, Pages P3.0-P3.2, Preliminary Plat) show a public trail connection through Tract A (Open Space) at the west side of the proposed development that varies from 6-feet-wide to 10-feet-wide and runs south-to-north from proposed NE 41st Avenue to SE 15th Street. The public trail segment in Tract A is part of the T-27 trail. *Staff does not support the 6-foot-wide*

segment. The full length of the T-27 trail located in Tract A is to be a 10-foot-wide paved trail. A condition of approval is warranted.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to revise the preliminary plans for the segment of the T-27 trail that is located in Tract A as follows:

- The trail is to meet the United States Access Boards Accessible Standard for Federal Outdoor Developed Areas:
  - 7% maximum slope for a maximum segment of 200-feet, followed by a properly designed resting interval.
  - No more than 30% of the total trail length can exceed 8.33%.
  - Cross slope cannot exceed 2%
- The entire length of the trail is to be a minimum 10-feet-wide paved surface with a 1-foot gravel shoulder each side.

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

- Tract A is to be owned and maintained by the Homeowners/Homeowners Association (HOA).
- The T-27 trail located in Tract A is to be owned and maintained by the city with a public access easement granted over the T-27 trail located in Tract A.

Proposed Plat Notes:

- Tract A is to be owned and maintained by the Homeowners/Homeowners Association (HOA).
- The T-27 trail located in Tract A is to be owned and maintained by the city with a public access easement granted over the T-27 trail located in Tract A.

Per CMC 17.19.040.10.b.iii when dead-end streets are over 300-feet, a direct pedestrian and bicycle connection shall be provided to the nearest available street.

Tract G – Pedestrian Trail & Utility Easement

Proposed NE 275th Avenue dead-ends approximately 630-feet from proposed NE 41st Avenue and approximately 71-feet from the future sidewalk on NE Woodburn Drive. Therefore, a dead-end pedestrian connection is required. The 6-foot-wide public trail segment shown in Tract G connects the southern end of proposed NE 275th Avenue to NE Woodburn Drive. *Staff supports the 6-foot-wide trail segment in Tract G.*

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the plat stating that Tract G is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA), with a public access easement granted over the pedestrian rail located in Tract G.

Proposed Plat Notes:

- Tract G – Pedestrian Trail: Is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA), with a public access easement granted over the pedestrian trail located in Tract G.

The two public pedestrian trails located in Tract A and Tract G will provide a completed pedestrian route from SE 15th Street, through the proposed development via sidewalks, ADA ramps, and crosswalks to NE Woodburn Drive.

Neighborhood Traffic Management Plan

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

A Transportation Impact Study (TIS) was provided by Kittelson & Associates, dated March 11, 2026 (Exhibit 5), and states that the proposed 32 Lot development will generate 302 average daily trips, 27 AM Peak Hour (7 in, 20 out) and 34 PM Peak Hour trips (21 in, 13 out). The total number of average daily trips is less than 700 ADT's; therefore, the proposed development will not be required to install traffic calming features.

FINDING: Staff finds that the proposed project, as conditioned, can or will be compatible with the aforementioned Comprehensive Plan, the Park and Open Space Plans, and the Neighborhood Traffic Management (NTM) Plan.

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

Water:

In accordance with CMC 17.19.040.C.4 Water System, each lot within a development shall be served by a water distribution system designed and installed in accordance with the *Camas Design Standards Manual* (CDSM).

There is an existing 8-inch ductile iron (DI) water main that was extended west to the dead-end of NE 41st Avenue that was constructed with the North Hills subdivision.

There is an existing 8-inch ductile iron (DI) water main on the north side of NE Woodburn Drive that was constructed with the Hills at Round Lake (HARL) subdivision.

There is an existing 10-inch ductile iron (DI) water main on the north side of SE 15th Street.

Updated preliminary utility plans (Exhibit 14, Sheets P8.0 & P8.1) were submitted in April 2026. The updated preliminary plans show a proposed 8-inch water main, provided throughout the development from the existing dead-end of NE 41st Avenue and extended south, via Utility Tract G, to tie into the existing 8-inch water main in NE Woodburn Drive.

Per the pre-application notes (Exhibit 4, PA25-1088), the new 8-inch water main was to be designed as a looped system from SE 15th Street to NE Woodburn Drive. The updated preliminary utility plans (Exhibit 14) do not show a northerly connection through Tract A to tie into the water main in SE 15th Street.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to revise the water utility plans to provide for a northerly connection from NE 41st Avenue through Tract A to tie into the 10-inch water main in SE 15th Street to provide a fully looped water system.

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water mains located in Tract A (Open Space) for the purpose of inspection, maintenance and operation of said public water main.

Proposed Plat Note:
Tract A – Open Space: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract A, Open Space for the purpose of inspection, maintenance and operation of said public water main.

Per the updated preliminary utility plans (Exhibit 14), the minimum 8-inch water mains will provide water services to each Lot throughout the proposed development. The proposed 8-inch water mains are shown to be located as follows:

- Proposed public roads: NE 41st Avenue, NE 40th Avenue, and NE 275th Avenue.
- Proposed private roads: Tract B (Private Street), Tract C (Private Street), and to the south through Tract G (Utility Tract) to tie into the existing 8-inch water main in NE Woodburn Drive.
- Per the Camas Design Standards Manual (CDSM), all water services are to be perpendicular to the water mains.

Tract B and Tract C – Private Streets

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised utility plans for Tract B that extends the water main to the west a sufficient distance to allow for all water services for Lots 15 - 17 to be perpendicular to the water main. Additionally, the paved surface of Tract B is to be extended a sufficient distance west for the water main, all water services, blowoff, and water meter boxes to be placed in a paved surface.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised utility plans for Tract C that extends the water main to the west a sufficient distance to allow for all water services for Lots 18 - 23 to be perpendicular to the water main. Additionally, the paved surface of Tract C is to be extended a sufficient distance west for the water main, all water services, blowoff, and water meter boxes to be placed in a paved surface.

Staff recommends a condition of approval that prior to final plat approval, the following notes are to be to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water mains in Tract B (Private Street) and Tract C (Private Street) for the purpose of inspection, maintenance and operation of said public water mains and water services.

Proposed Plat Notes:
Tract B – Private Street: An access and maintenance easement is granted to the City of Camas over and under Tract B, Private Street for the purpose of inspection, maintenance and operation of the public water main and water services.

Tract C – Private Street: An access and maintenance easement is granted to the City of Camas over and under Tract C, Private Street for the purpose of inspection, maintenance and operation of the public water main and water services.

Tract G – Utilities and Pedestrian Trail

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract G for the purpose of inspection, maintenance and operation of said public water main.

Proposed Plat Note:
Tract G – Utility Tract: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract G for the purpose of inspection, maintenance and operation of said public water main.

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 preliminary composite utility plans include two (2) new fire hydrants on proposed NE 275th Avenue.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should work with engineering and the Fire Marshal's Office (FMO) to determine if any additional fire hydrants are required.

Per the CDSM a water sampling station for the development is required. The preliminary plans did not propose a water sampling station to be installed.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to revise the water utility plans to include a proposed location for installation of the onsite water sampling station.

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

Staff recommends a condition of approval that prior to engineering plan approval, the water utility plans, and the landscape plans are to be revised showing the locations and sizes of the irrigation services and meters.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that irrigation meters required for open space areas are to be privately owned and maintained by the Homeowners and/or Homeowners Association (HOA).

Proposed Plat Note:
All irrigation meters required for open space areas are to be privately owned and maintained by the Homeowners and/or Homeowners Association (HOA).

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

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

Per Clark County GIS Property Information, the site for the proposed development consists of one parcel that is approximately 297,950 square feet (6.98 acres) in size. Per Figure-3.1: Flow Chart for Determining Requirements for New Developments of Ecology's Stormwater Management Manual for Western Washington (SWMMWW), if the land-disturbing activities are greater than 5,000-square feet, minimum requirements (MRs) 1-9 apply.

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

A Preliminary Stormwater Technical Information Report (PTIR), dated March 2026 (Exhibit 9), was prepared by AKS Engineering & Forestry. Per the PTIR and the preliminary stormwater plans (Exhibit 14), stormwater runoff from the proposed development will be treated and detained via a stormwater system located within proposed Stormwater Tract D. After treatment and detention, stormwater from Tract D will be discharged to the existing City stormwater system via an existing manhole in NE Woodburn Drive.

MR #1 – Preparation of Stormwater Site Plans: The preliminary composite utility plans (Exhibit 3) are incomplete, as the plans do not include a full set of stormwater plans; which are to include plans, profiles, and details for the collection and conveyance system.

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

NE 41st Avenue

Staff recommends a condition of approval that prior to engineering plan approval, the plans are to be revised showing the stormwater main in NE 41st Avenue extended to the western dead-end of NE 41st Avenue of the proposed development with a storm manhole installed in lieu of a cleanout, for future development.

NE 40th Avenue

Staff recommends a condition of approval that prior to engineering plan approval, the plans are to be revised showing the stormwater main in NE 41st Avenue extended to the western dead-end of NE 41st Avenue of the proposed development with a storm manhole installed in lieu of a cleanout, for future development.

Tract D – Stormwater Facility:

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised plans that provide a 10-foot landscape buffer between NE Woodburn Drive and the stormwater facility Tract D.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the stormwater facility. Additionally, the plans are to provide for a minimum 10-foot-wide double gate at the paved access road to the facility and a minimum 4-foot-wide man gate for inspection access.

Tract B and Tract C – Private Roads

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

Tract B – Private Road

Staff recommends a condition of approval that prior to engineering plan approval, the stormwater plans for Tract B should be revised to include a stormwater manhole at the right-of-way at NE 275th Avenue to separate the public and private storm system as the stormwater system located in Tract B is to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA).

Tract C – Private Road

Staff recommends a condition of approval that prior to engineering plan approval, the stormwater plans for Tract C should be revised to include a stormwater manhole at the right-of-way at NE 275th Avenue to separate the public and private storm system as the stormwater system located in Tract C is be owned and maintained by the Homeowners and/or the Homeowners Association (HOA). Additionally, the catch basin at the east end of Tract C is to be directed to the manhole located at the right-of-way in lieu of the proposed manhole in NE 275th Avenue.

Lots 24-32 - Rear Yard Storm System

Staff recommends a condition of approval that prior to engineering plan approval, the stormwater plans for the 8-inch rear yard stormwater line located behind Lots 24-32 are to include an accessible structure, such as an area drain, at each of the roof drain laterals for homeowner maintenance and to capture rear yard runoff.

Tract B – Private Road

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that the storm system located in Tract B is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Tract C – Private Road

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that the storm system located in Tract C is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Lots 24-32 – Private Rear Yard Storm System

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that the private rear yard storm system behind Lots 24-32, are located in a 10-foot-wide private storm easement and is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Proposed Plat Notes:

Tract B – Private Road: The storm system located in Tract B is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Tract C – Private Road: The storm system located in Tract C is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Lots 24-32 – Private Rear Yard Storm System: The private rear yard storm system behind Lots 24-32, are located in a 10-foot-wide private storm easement and is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

MR #2 – Construction Stormwater Pollution Prevention Plan (SWPPP): The SWPPP was not included in the preliminary TIR. The SWPPP is a component of Ecology's NPDES Temporary Construction Stormwater Permit. Per the preliminary TIR, the SWPPP will be submitted *"prior to commencement of any construction activities on the project site."*

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

MR #3 – Source Control of Pollution: Source control BMPs are different from the required erosion prevention and sediment control BMPs that are included in the SWPPP. The preliminary TIR did not address the various BMPs proposed for source control and stated that these will be addressed during engineering plan review of the "Erosion Control Plans and Details and in the Stormwater Pollution Prevention Plan (SWPPP)". However, source control BMPs are not typically included in site improvement plans or the SWPPP as these BMPs apply to source control practices such as material storage areas, equipment wash-down areas, on-site spill prevention kits, employee training, etc.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should revise the Final Stormwater Technical Report (TIR) and the Stormwater Pollution Prevention Plan (SWPPP), to include source control BMPs, per MR #3, for the proposed development.

MR #4 – Preservation of Natural Drainage Systems and Outfalls: Sufficiently addressed in Section A, Project Overview of the Preliminary TIR.

MR #5 – On-Site Stormwater Management: Sufficiently addressed in Section E of the Preliminary TIR.

MR #6 – Runoff Treatment Analysis and Design: Sufficiently addressed in Section F of the Preliminary TIR.

MR #7 – Flow Control Analysis and Design: Sufficiently addressed in Section G of the Preliminary TIR.

MR #8 – Wetlands Protection: Sufficiently addressed in Section H of the Preliminary TIR.

MR #9 – Operation and Maintenance (O&M): An O&M Manual was not submitted with the Preliminary TIR, it will be submitted with the Final TIR as stated in Section N of the Preliminary TIR.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit a Final Stormwater TIR that includes a standalone O&M Manual that addresses all aspects of stormwater maintenance, including the applicable sections from the City's *June 2022 Stormwater Sewer System Operations & Maintenance Manual* and Ecology's *Stormwater Maintenance Manual for Western Washington (SWMMWW).*

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

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

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

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

Prior to end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that a fully functional facility is turned over to the new owners (e.g., homeowners' associations (HOAs)/homeowners). At completion of the 2-year warranty period, the stormwater facility in Tract D will be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

Tract D – Stormwater Facility:

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that the stormwater facilities in Tract D are to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA), 2-years after final acceptance is issued. Right-of-entry shall be granted to the City of Camas for inspection purposes.

Proposed Plat Note:
Tract D – Stormwater Facility: The stormwater facilities located in Tract D are to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA), 2-years after final acceptance is issued. Right-of-entry shall be granted to the City of Camas for inspection purposes.

FINDINGS: Staff finds that, as conditioned, the proposed development can and will make adequate provisions for Storm Drainage, including conveyance, and water quality treatment.

Erosion Control:

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

Per Clark GIS Property Information, the site for the proposed development is approximately 297,950 square feet (6.98 acres) in size.

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

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

Per CMC 14.06.200 Erosion and Sediment Control Bonds & Insurance and CMC 17.21.030 B financial security for erosion control, in the amount of 200% of the estimated erosion control items is required for land-disturbing activities greater than one acre.

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

Staff recommends a condition of approval that prior to any land-disturbing activities, the NPDES GCSWP permit, an electronic copy of the SWPPP, and the Erosion and Sediment Control bond are to be submitted to the city.

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

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

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

Sanitary Sewage Disposal:

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

There is an existing 8-inch gravity main and cleanout at the existing dead-end of NE 41st Avenue that was installed with the North Hills Subdivision. In addition, there is an existing 8-inch gravity main located at the south end of NE Umatilla Street near the intersection with NE Woodburn Drive, also installed with the North Hills Subdivision.

Per the pre-application notes (Exhibit 4, PA25-1088), the applicant was required to analyze the existing 8-inch gravity mains and the Hills at Round Lake (HARL) Pump Station (PS) to verify that both systems can handle the additional inflow from the proposed development.

The city received an email from the consultant, AKS, dated November 17, 2025 (Exhibit 29) that included the Hills at Round Lake (HARL) Sewer Pump (SP) Station Capacity Analysis Memo, dated November 12, 2025 (Exhibit 30). The email stated that based on the capacity analysis of the current configuration of the pump station, there is sufficient capacity for an additional 124 Equivalent Residential Units (ERUs). The proposed development will add approximately 32 ERUs. A response from staff (Exhibit 31) was provided to the applicant confirming that there is sufficient capacity in the HARL PS for the proposed Uhacz development.

The updated preliminary composite utility plans (Exhibit 14) dated April 2026, propose to extend an 8-inch gravity sewer main with sanitary sewer manholes and 6-inch sewer laterals to each Lot. Per the Camas Design Standards Manual (CDSM), all sanitary sewer laterals are to be perpendicular to the sanitary sewer mains.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised utility plans ensuring that all sanitary sewer laterals are perpendicular to the main and are located at opposite sides of the lots from the water services.

The proposed gravity sewer main is shown starting on the east end of NE 41st Avenue, near future Lot 1, and extending throughout the proposed development via NE 41st Avenue, south through future NE 275th Avenue to NE 40th Avenue, Tract B (Private Street), Tract C (Private Street), and through Tract G (Utility Tract) to NE Woodburn Drive, with a new 8-inch sewer conveyance main and 3 new sewer manholes in NE Woodburn Drive to tie into the existing 8-inch gravity main in NE Umatilla Street.

The updated preliminary utility plans (Exhibit 14) do not propose a connection to the existing sewer manhole and 8-inch gravity sewer main at the existing dead-end of NE 41st Avenue that was constructed with the North Hills subdivision.

NE 41st Avenue and NE 40th Avenue – Public Streets

The preliminary plans show the new 8-inch gravity sewer main in the public roads as follows:

- Extension of the 8-inch main from a cleanout at the east end of the future extension of NE 41st Avenue to a cleanout at the western dead-end of NE 41st Avenue, with 6-inch sewer laterals for Lots 1-8;
- Extension of the 8-inch main from the intersection of NE 41st Avenue and NE 275th Avenue south through NE 275th Avenue and through Tract G to tie into NE Woodburn Drive, with 6-inch sewer laterals for Lots 24-32.

- Extension of the 8-inch main from the intersection of NE 40th Avenue and NE 275th Avenue, west to a cleanout at the western dead-end of NE 40th Avenue, with sewer laterals for Lots 9-14;

  Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised utility plans with sanitary sewer manholes in lieu of cleanouts at both ends of the new gravity sewer main in NE 41st Avenue; and a sanitary sewer manhole at the west end of the new sewer main in NE 40th Avenue; as both of these sanitary sewer mains and NE 41st Avenue and NE 40th Avenue will be extended west for future developments.

Tract B and Tract C – Private Streets

The preliminary plans show the new 8-inch gravity sewer main in the private roads as follows:

- Extension of the 8-inch main from the intersection of NE 275th Avenue and Tract B to the western end of Tract B (Private Street), with sewer laterals for Lots 15-17. The western end of the sewer main and the cleanout are shown to be located outside of a paved surface.
- Extension of the 8-inch main from the intersection of NE 275th Avenue and Tract C to the western end of Tract C (Private Street), with sewer laterals for Lots 18-23. The western end of the sewer main and the cleanout are shown to be located outside of a paved surface.

  Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised utility plans for Tract B that extend the gravity sewer main a sufficient distance to the west to allow for the sewer laterals for Lots 15-17 to be perpendicular to the sewer main. Additionally, the paved surface of Tract B (Private Street) is to be extended a sufficient distance west for the sewer main and all sewer laterals are to be placed in a paved surface.

  Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised utility plans for Tract C that extend the gravity sewer main to the west a sufficient distance to allow for the sewer laterals for Lots 18-23 to be perpendicular to the sewer main. Additionally, the paved surface of Tract C (Private Street) is to be extended a sufficient distance west for the sewer main and all sewer laterals are to be placed in a paved surface.

  Staff recommends a condition of approval that prior to final plat approval, the following notes are to be to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sewer mains in Tract B (Private Street) and Tract C (Private Street) for the purpose of inspection, maintenance and operation of said public sewer mains and sewer laterals.

  Proposed Plat Notes:
  Tract B – Private Street: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract B (Private Street) for the purpose of inspection, maintenance, and operation of said public gravity sanitary sewer main and sewer laterals.

  Tract C – Private Street: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract C (Private Street) for the purpose of inspection, maintenance, and operation of said public gravity sanitary sewer main and sewer laterals.

Tract G – Utility Tract

Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating an access and maintenance easement is granted to the City of Camas over

and under the proposed 8-inch gravity sewer main located in Tract G, Utility Tract for the purpose of inspection, maintenance and operation of said public sewer main.

Proposed Plat Note:
Tract G – Utility Tract: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract G (Utility Tract) for the purpose of inspection and maintenance of said public gravity sanitary sewer main.

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

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

Staff recommends a condition of approval that prior to any land-disturbing activities, the applicant is to provide documentation to the city that any wells and/or septic systems on-site have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

FINDING: Staff finds that, as conditioned, adequate provisions Water, Storm Drainage, Erosion Control, and Sanitary Sewage Disposal can or will be made.

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

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

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 street names and numbers, as shown on the preliminary plat (Exhibit 14, Sheets P.3.0 & P3.1), will be revised per the Building Official. These names are subject to change during the engineering plan review process.

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

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

[Existing Public Roads]:
The proposed development is located south of SE 15th Street, north of NE Woodburn Drive, and west of NE Tacoma Court which is in the North Hills Subdivision.

Per the City's 2016 Transportation Comp Plan, SE 15th Street is classified as an existing unimproved 2-lane arterial; NE Woodburn Drive is classified as an existing 3-lane collector that is fully improved west and east of the proposed development; and NE 41st Avenue in the North Hills Subdivision is classified as

an existing fully improved local road that dead-ends at the eastern property boundary 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.

SE 15th Street

SE 15th Street, along the frontage of the proposed development, consists of an existing 60-foot right-of-way width, 20-feet of paved surface with no curb, gutter, or sidewalk along the proposed frontage. The flagpole portion of Tract A (Open Space) that abuts NE 15th Street is approximately 33-feet-wide with existing single-family residences and driveways on the west and east side of the flagpole.

The applicant will not be required to construct half-width frontage improvements on SE 15th Street.

Per CMC 17.19.040.B.5, the applicant will be required to dedicate sufficient right-of-way along the frontage of the proposed development resulting in a 37-foot-wide right-of-way width as measured from the centerline of SE 15th Street to allow for future public road improvements.

> Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans are to include the minimum 7-feet of right-of-way width dedication that will result in the required right-of-way width of 37-feet from the centerline of SE 15th Street.
>
> Staff recommends a condition of approval that prior to final plat approval, the plat is to include the minimum 7-feet of right-of-way width dedication that will result in the required right-of-way width of 37-feet from the centerline of SE 15th Street.

NE Woodburn Drive

Per Camas Design Standards Manual Table 2 – General Guidelines for Geometry of a Roadway, a 2-lane collector or arterial shall consist of a 60-foot right-of-way width, 36-feet of paved surface, 6-foot detached sidewalks on both sides, and planter strips on both sides.

Per CMC 17.19.040.B.1, half-width improvements shall include a full-depth road section to the existing centerline, public and private utility easements, water and sewer mains, pedestrian pathways, storm water drainage, street lighting and signage, environmental permits, provisions for mitigation improvements and mitigation areas as necessary, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per the Camas Design Standard Manual (CDSM).

The applicant will be required to construct full-depth half-width street improvements from the existing centerline and dedicate sufficient right-of-way along the frontage of the proposed development to align with the frontage improvements to the east along the frontage of Tract F (Parcel No. 986044035) of Hills of Round Lake, Phase 9. This will result in the full 36-feet of paved surface, curb, gutter, and a 6-foot detached sidewalk.

The Hills at Round Lake (HARL), Phase 9 was constructed in 2016/2017. At the time of construction, the street section for NE Woodburn Drive consisted of a minimum 0.4-feet (4.8-inches) of asphalt and 1-foot (12-inches) of crushed rock base course.

Per the CDSM, Street Detail ST4, street section for arterials and collectors consists of a minimum 0.5-feet (6-inches) of asphalt and 1-foot (12-inches) of crushed rock base course. Per CMC 17.19.040.B.a the

required half width full depth street section is to be constructed from the existing centerline of NE Woodburn Drive per the current CDSM, Street Detail ST4 standards.

The updated preliminary street plans (Exhibit 14, Sheet P7.1) show the frontage improvements starting at the edge of the existing pavement to the back of the future sidewalk along the frontage of NE Woodburn Drive. This is not supported by staff.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit a complete set of street plans that include construction of the full-depth half-width road improvements from the existing centerline of NE Woodburn Drive, from the western end of Tract F of the Hills of Round Lake Phase 9 to the westernmost property line of the proposed development per CDSM Street Detail ST4 for 60-foot Collectors and Arterials.

- The full depth street section is to consists of a minimum 0.5-feet (6-inches) of asphalt and 1-foot (12-inches) of crushed rock base course per the current CDSM, Street Detail ST4 standards; and results in the 36-feet of paved surface, curb, gutter, and a 6-foot detached sidewalk.

The frontage improvements, that will result in a 36-foot paved surface, full depth street section from the existing centerline on NE Woodburn Drive, curb and gutter, and sidewalk is to extended as far west as physically possible without the required earthwork encroaching on the neighboring property (Parcel No. 178418000) that abuts the proposed development. The taper from full width to existing width is to be accomplished with signing and striping.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit a complete set of street plans that include the full depth half-width improvements extended from the western end of Tract F of the Hills of Round Lake Phase 9, to the westernmost property line of the proposed development that abuts Parcel No. 178418000, and results in 36-feet of paved surface, curb, gutter, and a 6-foot detached sidewalk. The taper from full width to existing width is to be accomplished with signing and striping.

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.

The existing improvements on NE Woodburn Drive, along the frontage of the proposed development, consists of approximately is approximately 43-feet of right-of-way width; 24-feet of paved surface; curb and gutter; and no sidewalk from the westernmost corner of Tract F (Parcel No. 986044035) of the Hills at Round Lake (HARL) Phase 9 to the western property line of the proposed development.

Per the updated preliminary plat (Exhibit 14), applicant will be required to dedicate approximately 17-feet of right-of-way that will provide the 30-foot-wide right-of-way width as measured from the centerline of NE Woodburn Drive, resulting in the full 60-foot right-of-way width along the frontage of the proposed development, and will consist of the total of 36-feet of paved surface, 6-foot detached sidewalks, and planter strips.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans are to include the additional right-of-way width dedication along the north side of NE Woodburn Drive that has not been fully improved. The right-of-way dedication of approximately 17-feet is to result in a 30-foot-wide right-of-way width, as measured from the centerline of NE Woodburn Drive, and provide the full 60-foot right-of-way width along the frontage of the proposed development.

Staff recommends a condition of approval that prior to final plat approval, the plat is to include sufficient right-of-way dedication of approximately 17-feet resulting in 30-feet of right-of-way, as

measured from the centerline of NE Woodburn Drive, to provide the full 60-foot right-of-way width along the frontage of the proposed development.

[Proposed Interior Public Roads]:

NE 41st Avenue, NE 40th Avenue, and NE 275th Avenue

Per Camas Design Standards Manual Table 2 – a 2-lane local neighborhood road requires a 52-foot-wide right-of-way, 28-foot paved surface, 5-foot-wide detached sidewalks and planter strips on both sides, no parking permitted on one side, and approval from the city engineer.

Per the updated preliminary plat (Exhibit 14), existing NE 41st Avenue and future NE 40th Avenue are proposed to be extended to the westernmost property line of the proposed development. Proposed NE 275th Avenue is proposed as a 630-foot long dead-end road that runs north-to-south.

Per the updated preliminary plat (Exhibit 14), all three proposed public roads are shown to be per the Table 2 requirements for a 2-lane local road with a 52-foot right-of-way width. This is supported by the City Engineer.

Per the updated preliminary plat (Exhibit 14), the street sections for the extension of NE 41st Avenue, future NE 40th Avenue, and future NE 275th Avenue are shown to be per the Camas Design Standards Manual (CDSM) Street Detail ST3.

NE 275th Avenue

Per the updated preliminary plat (Exhibit 14, Sheet P3.1), the south easternmost end of NE 275th Avenue shows that the southern 42-feet of NE 275th Avenue does not include the full right-of-way width and road improvements with sidewalk and planter strip. *This is not supported by staff.*

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans are to be revised with the full 52-foot right-of-way width shown to extend to the end of NE 275th Avenue, on both sides of the street. The full 18-foot depth of the off-street parking spaces is to be located behind the sidewalk/right-of-way. Staff supports a curb tight sidewalk and no planter street along the frontage of Tract F.

Per CMC 17.19.040.B.12.c Centerline radii of curves shall not be less than three hundred feet on primary arterials, two hundred feet on secondary arterials, and seventy feet on other streets.

Per the updated preliminary plat (Exhibit 14), the Centerline Curve Table shows that the curve radius of 70-feet on proposed local public and private roads has been met.

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.

Per the updated preliminary street plans (Exhibit 14), the curb radii on all proposed local public and private roads are shown with the minimum 25-foot curb radii on both sides of the roads.

Per the Camas Design Standards Manual (CDSM), Section IV Design Standards, Table 3 Access Spacing Standards for Local Roadways, the minimum access spacing is 110-feet, and the maximum access spacing is 600-feet.

Per the updated preliminary plat (Exhibit 14), future NE 40th Avenue is approximately 230-feet from the centerline of future NE 41st Avenue; proposed Tract B (Private Street) is shown to be approximately 130-feet from proposed NE 40th Avenue (public street); and proposed Tract C (Private Street) is shown to be approximately 220-feet from the centerline of proposed Tract B (Private Street).

All three future public and private streets meet the minimum access spacing standards for Local Roads.

Per the updated preliminary street plans (Exhibit 14), the proposed curb ramps are shown to be per CDSM, Street Detail ST20 – Type 1 Perpendicular Curb Ramp. These curb ramps are not preferred by staff as the pedestrian is 'directed' into the intersection of the roadway with the required turning space in the roadway.

Staff recommends a condition of approval that prior to engineering plan approval, the preliminary street plans are to be revised with the curb ramps per CDSM, Street Detail ST20A – Type 1 Dual Perpendicular Curb Ramps, which directs pedestrians perpendicular to the street in lieu of directing them into the intersection; or per CDSM Street Detail ST22 – Type 3 Combo Curb Ramp; ST23 – Type 4 Combo Curb Ramp; or ST24 – Mid-Block Curb Ramp.

Per CMC 17.19.040.B.10.b.ii Cul-de-sacs and permanent dead-end streets over 300-feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard. When cul-de-sacs or dead-end streets are permitted, a direct pedestrian or bicycle connection shall be provided to the nearest available street for pedestrian-oriented use.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to work with Engineering staff and the Fire Marshal's Office to provide an acceptable dead-end turnaround at the south end of proposed NE 275th Avenue.

[Proposed Private Roads]:

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

Per Camas Design Standards Manual (CDSM) Table 1 – Minimum Private Street Standard A, access to four or less dwelling units, shall consist of a minimum 20-foot-wide tract, a minimum 12-foot-wide paved surface, sidewalk optional, and no parking on both sides. Additionally, streets more than 150-feet in length, as measured from the centerline of the adjacent road, require a dead-end turn around.

[Tract B – Private Street]:
Per the updated preliminary plat (Exhibit 14), Tract B is shown to be 20-feet-wide with 20-feet of paved surface, no sidewalks, provides access to three dwelling units (Lots 15-17), shows the required 25-foot curb radii on both sides of the street, and is approximately 151-feet in length as measured from the centerline of Proposed NE 275th Avenue. *A dead-end turnaround is not required.*

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' sign for review and approval. Said sign is to include contact information for a private towing company, as the City does not provide towing on private roads, 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 B, Private Street.

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.

Proposed Plat Note

Tract B: 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 roads and are the responsibility of the Homeowners and/or the Homeowner's Association (HOA).

[Tract C – Private Street]:
Per Camas Design Standards Manual (CDSM) Table 1 – Minimum Private Street Standard B, access to five or more dwelling units, shall consist of a minimum tract width of 30-feet, a minimum 20-feet-wide paved surface, sidewalk and planter strip on one side and no parking on both sides and a minimum 25-foot curb radii on both sides of the street. Additionally, streets more than 150-feet in length, as measured from the centerline of the adjacent road, require a dead-end turn around.

Per the updated preliminary plat (Exhibit 14), Tract C is shown to be 42-feet-wide with 28-feet of paved surface, a 5-foot planter strip and 5-foot sidewalk on one side, provides access to six dwelling units (Lots 18-23), shows the 25-foot curb radii on both sides of the street, and is approximately 151-feet in length as measured from the centerline of Proposed NE 275th Avenue. *A dead-end turnaround is not required.*

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' sign for review and approval. Said sign is to include contact information for a private towing company, as the City does not provide towing on private roads, 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 C, Private Street.

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 C, private street.

Proposed Plat Note
Tract C: 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 roads and are the responsibility of the Homeowners and/or the Homeowner's Association (HOA).

[Tract A – Private Parking]
Per the updated preliminary plat (Exhibit 14), Tract A is shown with three (3) off-street parking spaces. The full 18-feet deep parking spaces are to be located behind the sidewalk and outside of the right-of-way.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that the parking spaces in Tract A are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).

Proposed Plat Note
Tract A – Parking Spaces: Are to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

[Tract F – Private Parking]
Per the updated preliminary plat (Exhibit 14), Tract F is shown with three (3) off-street parking spaces. The full 18-feet deep parking spaces are to be located behind the sidewalk and outside of the right-of-way.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that the parking spaces in Tract F are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).

Proposed Plat Note
Tract F – Parking Spaces: Are to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

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

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

Proposed Plat Notes
Tract B and Tract C are to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

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

[Street lighting]:
LED Street lighting is to be designed and installed along all street frontages in accordance with the Camas Design Standards Manual (CDSM) – Standards for Street Lighting. The locations for streetlights are to be coordinated with the locations of other site features, such as street trees, driveways, fire hydrants, and other utilities.

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

Per CDSM, private streets more than 100-feet in length and serving more than five dwelling units are required to have streetlights. Streetlights proposed for private streets are required to be metered separately and are to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

Staff recommends a condition of approval that prior to engineering plan approval, all streetlight locations are to be shown on the street, utility, and landscape plans. Streetlights provided for private streets are required to be metered separately and are to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

Staff recommends a condition of approval that prior to engineering plan approval, a streetlight is to be added to Tract C (Private Street) as Tract C is in excess of 100-feet in length and serves 6 dwelling units. The private meter for Tract C is to be shown on the street, utility, and landscape plans.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that the streetlight on Tract C is metered separately and is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

Proposed Plat Note
Tract C: the streetlight is metered separately and is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

[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.

Proposed Plat Note
Driveway throats on the single-family lots shall not exceed 40% of the total lot frontage.

[Street Trees and Landscaping]:

[Street Trees]:
CMC 17.19.030(F)(1) requires each dwelling unit to be landscaped with at least one 2-inch caliper tree in the planter strip of the right-of-way, or similar location in the front yard of each dwelling unit.

The applicant is proposing at least one street tree per lot. Each tree will be spaced 30 feet apart unless driveways, utilities or other infrastructure prevent them. Staff finds a condition is warranted.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is required to show proposed driveway locations for each lot on the landscape plans to ensure that street trees are not impacted.

[Storm Facility Landscaping]:
CMC 17.19.030.F.6 Storm drainage facilities shall be required to include a 10-foot L2 landscape buffer in accordance with the CDSM if within 30-feet of any street or accessory structure. The revised preliminary plat does not provide for a 10-foot landscape tract between the portion of Tract D Stormwater Facility where it abuts NE Woodburn Drive.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised plans that provide a 10-foot landscaping between Tract D, Stormwater Facility, and where it abuts NE Woodburn Drive.

Per the CDSM, the storm facilities are to be fenced with a maximum height 6-foot fence with top rail and a minimum 10-foot-wide double gate for access.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the stormwater facility, Tract D. Additionally, the plans are to provide for a minimum 10-foot-wide double gate at the paved access road to the facility and a minimum 4-foot-wide man gate for inspection access.

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

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

[Easements]
The applicant will be required to dedicate all public right-of-way at the completion of the project and with final plat approval; this includes the frontage on SE 15th Street and NE Woodburn Drive, and the full road widths on NE 40th Avenue, NE 41st Avenue, and NE 275th Avenue.

The applicant should provide adequate access and maintenance easements over and under the proposed water main and sewer main in Tract B (Private Street), Tract C (Private Street), and Tract G (Utility Tract) at the time of final platting, for the purpose of inspection, maintenance, and operation of said public water and sanitary sewer mains. The applicant should also provide adequate access and maintenance easements over and under the proposed water main in Tract A (Open Space) at the time of final platting, for the purpose of inspection, maintenance, and operation of said public water main.

The stormwater treatment and detention facilities have been placed in a separate tract, Tract D, with responsibility for ownership and maintenance and right-of-entry granted to the City for inspection purposes.

The following plat notes are conditioned to be added to the final plat.

- Tract A – Open Space and Off-street Parking: Are to be owned and maintained by the Homeowners/Homeowners Association (HOA).
- Tract A – Open Space: The T-27 trail located in Tract A is to be owned and maintained by the city with a public access easement granted over the T-27 trail located in Tract A.
- Tract A – Open Space: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract A, Open Space for the purpose of inspection, maintenance and operation of said public water main.
- Tract B – Private Street: Is to be owned and maintained by the Homeowners/Homeowners Association (HOA). An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main and sewer laterals located in Tract B for the purpose of inspection and maintenance of said public gravity sanitary sewer main.
- Tract C – Private Street: Is to be owned and maintained by the Homeowners/Homeowners Association (HOA). An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract C for the purpose of inspection and maintenance of said public gravity sanitary sewer main.
- Tract D – Stormwater Facility: The stormwater facilities located in Tract D are to be owned and maintained by the homeowners and/or the Homeowners Association (HOA), 2-years after final acceptance is issued. Right-of-entry shall be granted to the City of Camas for inspection purposes
- Tract E - Open Space: Is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).
- Tract F - Off-Street Parking: Is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).
- Tract G – Utility Tract and Pedestrian Access Trail: Is to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA). A public access easement is required over the pedestrian access trail. An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract G

(Utility Tract) for the purpose of inspection and maintenance of said public gravity sanitary sewer main.

- Tract G – Utility Tract and Pedestrian Access Trail: Is to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA). A public access easement is required over the pedestrian access trail. An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract G (Utility Tract) for the purpose of inspection and maintenance of said public gravity sanitary sewer main.

A Homeowner's Association (HOA) will be required for this development.

- A copy of the CC&Rs for the development will need to be submitted to the City for review and approval with the final plat application.
- The applicant is to make provisions in the CC&Rs for ownership and maintenance of the stormwater treatment and detention facilities in Tract D; any fencing; the public trail in Tract A; landscaping, irrigation throughout the development and in the private roads in Tract B and Tract C; the Off-Street Parking area in Tract F; the private storm easements throughout the development; the open space in Tract A and Tract E;
- Additionally, the applicant is to make adequate provisions for parking enforcement along private roads that are acceptable to the Fire Marshal. Further, all necessary easements, dedications, and tracts should be noted on the final plat.

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

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

Dimensional Standards

The parcel is zoned Single-Family Residential R-6 and must follow the dimensional standards per CMC 18.09.040 - Table 1. The total site acreage is 6.98 acres with .6 acres of open space tracts; therefore, the net acreage is 6.38 acres. The R-6 zoning allows up to 7.2 units per net acre which would result in a maximum of 45 units. The proposal includes 32 lots with 32 future single-family residences on site. Staff find the density is met.

The maximum and minimum lot size in the R-6 zoning permitted is 4,800 square feet to 9,000 square feet with an average of 6,000 square feet (+/- 500 square feet). The applicant is proposing lots that range from 5,400 square feet to 6,718 square feet with an average of 5,937 square feet. The lots exceed the minimum width and depth of 60 feet by 80 feet.

The applicant's narrative mentions the future lots will meet the maximum lot coverage of 40% and the maximum height of 35 feet. Staff find a condition is warranted.

[BEVELING]: Per CMC 18.09.080.B, *"When creating new lots via short plats or subdivisions that are adjacent to a different residential zone designation, the new lots along that common boundary shall be the maximum lot size allowed for the zone designation of the new development (if a lower density adjacent zone), or the minimum lot size allowed for the zone designation of the new development (if a greater density adjacent zone), as based on CMC 18.09.040 Table 2, Section A."*

The lots to the north and east of the site are the same R-6 zoning. To the south is NE Woodburn Drive and the lot to the west is within Clark County jurisdiction. Since there are no different residential zoning designations abutting this site, staff finds beveling is not required.

Setbacks

Setbacks are based on lot size; therefore, the lots must comply with the setbacks for lots between 5,000 square feet and 11,999 square feet in CMC 18.09.040 Table 2. The setbacks are shown on the preliminary plat, and staff finds a condition of approval that the setbacks shall be shown on the individual lots, as well as in a table on the final plat.

> **FINDING:** Staff finds the proposed lot sizes can conform to the requirements of the R-6 zone of the density transfer provisions as conditioned.

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

Landscaping

[General Landscaping]: Per CMC 18.13.055 Table 1, landscape buffering is not required for single family residences.

[Tree Density]: A minimum of 20 tree units (TU) per net developable acre is required for residential developments per *CMC 18.13.051(A) Table 1 – Required Tree Density* and should be incorporated into the overall landscape plan. The entire site is approximately 6.98 acres. Per CMC 18.03.040 *"developed/net acreage means the total acreage of a land use development exclusive of open space and critical areas."* The open space and critical area tracts account for approximately .6 acres; therefore, the net developable acreage is 6.38 acres, requiring 127 TUs. The tree plan indicates that 11 tree units will remain and 116 tree units (44 street trees and 72 site trees) will be planted to total 127 TUs. The trees proposed for removal are affected by health decline and grading impacts due to future infrastructure and home construction, as outlined in the arborist's report dated March 2026.

> **FINDING:** Staff recommends a condition of approval that the arborist report and tree plan is followed.

A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City's Tree 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. Irrigation and landscaping should be installed or bonded prior to final acceptance per CMC 17.19.030.F.3. Street trees adjacent to lots should be installed prior to final occupancy or bonded for per CMC 17.19.030.F.4.

[Double Frontage Lots]: Per CMC 17.19.030.D.6, Lots 22 and 23 are considered double frontage lots as they are located between Private Street B and NE Woodburn Drive. The applicant has provided a ten-foot-wide tract (Tract E). Staff finds the landscaping in Tract E shall meet the double frontage lot requirements in CMC 17.19.030.D.6.

[Stormwater Facility Landscaping]: There is a stormwater facility proposed in Tract D. As the stormwater facility is within 30 feet of a street, the applicant is proposing a ten foot (10-foot) L2 landscaped buffering per CMC 17.19.030.F.6. Staff finds this criteria is met.

Parking

Per CMC 18.11.130, two parking spaces per single family dwelling are required. The proposal for 32 lots does not include proposed building elevations; therefore, staff finds a condition is warranted that two parking spaces are required for each single-family residence.

Per CMC 17.19.040.B.10.e., when the average lot size is less than 7,400 square feet, then additional off-street parking is required at a ratio of one space per five lots. There are 32 lots, and the average lot size

is less than 7,400 square feet, therefore six spaces are required. The applicant is proposing three off street parking spaces in Tract A and three in Tract F. Staff finds that the parking spaces in Tract A, shall be placed in a separate parking tract.

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.

Signage
There was no signage proposed with the development. Therefore, staff recommends a condition of approval that future signage must meet CMC 18.15.

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

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

[Traffic Impact Analysis]:

Per CMC 18.18.040.E a Transportation Impact Analysis (TIS/TIA) may be required when a development will generate 200 or greater average daily trips (ADTs).

A Transportation Impact Study (TIS) (Exhibit 5) dated March 11, 2026, was prepared by Kittelson & Associates. Per the TIS, the project has proposed to develop 32 single-family detached dwelling units, is expected to generate approximately 302 average daily trips (ADTs) with 27 new AM Peak Hour trips (7 In / 20 Out) and 34 PM Peak Hour trips (21 In / 13 Out).

The proposed development will provide vehicular access via NE Umatilla Street to NE 41st Avenue west of the intersection NE 41st Avenue and NE Tacoma Court. The new intersection of proposed NE 41st Avenue and proposed NE 275th Avenue is not included in the TIS.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to provide an updated TIS that includes an analysis of the intersection of NE 275th Avenue and NE 41st Avenue with sight-distance and capacity addressed.

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 TIS, addresses the proportionate share PM Peak Hour trip distribution and fee summary per intersection in Table 5 – City of Vancouver Proportionate Share Fee Summary (Exhibit 6, Page 23) 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	3	$1,200
192nd Ave & SE 34th St	$150/PM	0	$0
192nd Ave & SR-14 ramps	$2,000/PM	0	$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	2	$600
NE 179th Place & NE 18th Street	$900/PM	2	$1,800
NE 187th Avenue & NE 18th Street	$1,200/PM	2	$2,400
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.

Findings and Recommendations (Exhibit 5, Page 24)

[Findings]:

- *All study intersections experience performance levels that satisfy the applicable operating parameters today and in 2028 assuming full occupancy of the homes.*
- *A northbound left-turn lane on NE Umatilla St at NE 41st Ave and a westbound left-turn lane on SE 15th St at NE Umatilla were not found to be needed.*

The proposed development doubles the traffic volume on NE 41st Avenue at NE Umatilla Street. The applicant is to analyze the intersection of NE 41st Avenue and NE Umatilla Street for sight distance and provide and install recommendations if stopping sight distance is not adequate.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to provide an updated TIS that includes an analysis of the intersection of NE 41st Avenue and NE Umatilla Street that includes the traffic volume that will double with the proposed development for sight distance and provide and install recommendations if stopping sight distance is not adequate.

- *The proposed site development is projected to add weekday PM Peak Hour trips to the following intersections where the City of Vancouver assesses proportional share mitigation payments.*
    - *NE 192nd Avenue/NE 13th Street: 3 trips*
    - *NE 172nd Avenue/NE 18th Street: 2 trips*
    - *NE 179th Place/NE 18th Street: 2 trips*
    - *NE 187th Avenue/NE 18th Street: 2 trips*

[Recommendations]:

Based on the traffic operations analysis findings, we recommend the following in conjunction with the proposed site development:

- Locate and maintain site landscaping, above-ground utilities, and site signage at all local street intersections within and adjacent to the site to provide adequate intersection sight distance and vision clearance per applicable City requirements.

  Staff concurs and a condition is warranted.

- Subject to City of Vancouver concurrence, pay the following proportional share intersection fees as identified per City of Vancouver requirements:
    - $2,200 towards NE 192nd Avenue/NE 13th Street mitigation
    - $600 towards NE 172nd Avenue/NE 18th Street mitigation
    - $1,800 towards NE 179th Avenue/NE 18th Street mitigation
    - $2,400 towards NE 187th Avenue/NE 18th Street mitigation

  Staff concurs and a condition is warranted.

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

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

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

period that begins at final acceptance.

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

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

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

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

FINDING: As discussed throughout this report, staff finds that the subdivision can be conditioned to provide the appropriate provisions for public health, safety, general welfare, and assure the public interest is served.

10. The application and plans shall be consistent with the applicable regulations of the adopted comprehensive plans, shoreline master plan, state, and local environmental acts, and ordinances in accordance with RCW36.70B.030.

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

PUBLIC COMMENTS

As of the writing of this staff report, staff received written public comments from the Department of Ecology (Exhibit 23), the Cowlitz Indian Tribe (Exhibit 24), and citizens (Exhibit 21-22, 25) regarding waste management, archaeology, environmental, traffic, and water drainage. These comments are addressed throughout the staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that Uhacz Subdivision (SUB26-1011) should be approved because it does comply with the applicable standards if all the conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the preliminary plat of Uhacz Subdivision (SUB26-1011) 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.
    a. All utilities includes any existing overhead utilities, are to be placed underground as part of the required frontage improvements.
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. If 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 a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
17. The applicant shall comply with the recommendations of the geotechnical report (Exhibit 16) prepared by Columbia West Engineering, Inc., dated June 17, 2025, 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. Provisions for parking enforcement on private Tracts/access driveways, acceptable to the Fire Marshal, shall be included in the CC&Rs at the time of final platting.
20. Prior to final acceptance, the final plat shall be reviewed, approved, submitted to Council for approval, and recorded with the County.
21. 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.
22. 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.
23. 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.
24. 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
25. 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.
26. A homeowner's association (HOA) 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, private roads, and tracts or easements outside of the City's right-of-way. All necessary easements and dedications shall be noted on the final plat.
27. Accessory dwelling units shall not be precluded in the CC&R's.

28. 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.
29. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
30. 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.
31. 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.
32. Unless construction of this site commences within five (5) years of issuance of this decision, this permit will expire

Special Conditions of Approval:

Planning:

33. The recommendations provided by the Department of Ecology shall be complied with.
34. The applicant shall comply with the Arborist Report.
35. All signage shall comply with CMC 18.15.
36. The applicant shall follow the Archaeological Predetermination report recommendations and receive the applicable permits from DAHP prior to site development.
37. If potential artifacts are discovered during construction, work must immediately cease, and both the State Department of Archaeological and Historic Preservation and the City shall be notified.

Prior to Final Engineering Plan Approval:

Planning:

38. Retaining walls shall comply with CMC 18.17.060.D.
39. The parking spaces in Tract A shall be placed in a separate parking tract.
40. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City's Tree 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. Irrigation and landscaping should be installed or bonded for prior to final acceptance per CMC 17.19.030.F.3.
41. Landscaping in Tract E shall meet the double frontage requirements in CMC 17.19.030.D.6.

Engineering:

[Parks and Open Space}

Tract A – Open Space

42. Prior to engineering plan approval, the applicant is to revise the preliminary plans for the segment of the T-27 trail that is located in Tract A as follows:

    a. The trail is to meet the United States Access Boards Accessible Standard for Federal Outdoor Developed Areas:
        i. 7% maximum slope for a maximum segment of 200-feet, followed by a properly designed resting interval.
        ii. No more than 30% of the total trail length can exceed 8.33%.
        iii. Cross slope cannot exceed 2%
    b. The entire length of the trail is to be a minimum 10-feet-wide paved surface with a 1-foot gravel shoulder each side.

[Water]

Tract A – Open Space

43. Prior to engineering plan approval, the applicant is to revise the water utility plans for Tract A to provide for a northerly connection through Tract A to tie into the 10-inch water main in SE 15th Street to provide a fully looped water system.

Tract B and Tract C – Private Streets

44. Prior to engineering plan approval, the applicant is to submit revised utility plans for Tract B that extends the water main to the west a sufficient distance to allow for all water services for Lots 15 - 17 to be perpendicular to the water main. Additionally, the paved surface of Tract B is to be extended a sufficient distance west for the water main, all water services, blowoff, and water meter boxes to be placed in a paved surface.

45. Prior to engineering plan approval, the applicant is to submit revised utility plans for Tract C that extends the water main located in Tract C to the west a sufficient distance to allow for all water services for Lots 18 - 23 to be perpendicular to the water main. Additionally, the paved surface of Tract C (Private Street) is to be extended a sufficient distance west for the water main, all water services, blowoff, and meter boxes to be placed in a paved surface.

Hydrants

46. Prior to engineering plan approval, the applicant shall work with engineering and the Fire Marshal's Office (FMO) to determine if any additional fire hydrant are required.

Water Sampling Station

47. Prior to engineering plan approval, the applicant is to revise the water utility plans to include a proposed location for installation of the onsite water sampling station.

Utility and Landscape Plans

48. Prior to engineering plan approval, the water utility plans, and the landscape plans are to be revised showing the locations and sizes of the irrigation services and meters.

[Storm Drainage]

Minimum Requirement (MR) #1

49. Prior to engineering plan approval, the applicant shall submit a complete set of stormwater plans, which are to include plans, profiles, and details for the collection and conveyance system.

NE 41st Avenue

50. Prior to engineering plan approval, the plans are to be revised showing the stormwater main in NE 41st Avenue extended to the western dead-end of NE 41st Avenue of the proposed development with a storm manhole installed in lieu of a cleanout, for future development.

NE 40th Avenue

51. Prior to engineering plan approval, the plans are to be revised showing the stormwater main in NE 41st Avenue extended to the western dead-end of NE 41st Avenue of the proposed development with a storm manhole installed in lieu of a cleanout, for future development.

Tract D – Stormwater Facility

52. Prior to engineering plan approval, the applicant is to submit revised plans that provide a 10-foot landscape buffer between NE Woodburn Drive and the storm facility Tract D.

53. Prior to engineering plan approval, the applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the stormwater facility. Additionally, the plans are to provide for a minimum 10-foot-wide double gate at the paved access road to the facility and a minimum 4-foot-wide man gate for inspection access.

Tract B – Private Road

54. Prior to engineering plan approval, the stormwater plans for Tract B should be revised to include a stormwater manhole at the right-of-way at NE 275th Avenue to separate the public and private storm system as the stormwater system located in Tract B is to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA).

Tract C – Private Road

55. Prior to engineering plan approval, the stormwater plans for Tract C should be revised to include a stormwater manhole at the right-of-way at NE 275th Avenue to separate the public and private storm system as the stormwater system located in Tract C is be owned and maintained by the Homeowners and/or the Homeowners Association (HOA). Additionally, the catch basin at the east end of Tract C is to be directed to the manhole located at the right-of-way in lieu of the proposed manhole in NE 275th Avenue.

Lots 24-32 - Rear Yard Storm System

56. Prior to engineering plan approval, the stormwater plans for the 8-inch rear yard stormwater line located behind Lots 24-32 are to include an accessible structure, such as an area drain, at each of the roof drain laterals for homeowner maintenance and to capture rear yard runoff.

Minimum Requirement (MR) #3

57. Prior to engineering plan approval, the applicant should revise the Final Stormwater Technical Report (TIR) and the Stormwater Pollution Prevention Plan (SWPPP) to include source control BMPs per MR #3, for the proposed development.

Minimum Requirement (MR) #9

58. Prior to engineering plan approval, the applicant shall submit a Final Stormwater TIR that includes a standalone O&M Manual that addresses all aspects of stormwater maintenance, including the applicable sections from the City's *June 2022 Stormwater Sewer System Operations & Maintenance Manual* and Ecology's *Stormwater Maintenance Manual for Western Washington (SWMMWW)*

[Erosion Control]

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

60. Prior to engineering plan approval, the applicant shall be required to include location/s of temporary storm drainage facilities as part of the Erosion Sediment Control (ESC) plans.

[Sanitary Sewer Disposal]

61. Prior to engineering plan approval, the applicant is to submit revised utility plans ensuring that all sanitary sewer laterals are perpendicular to the main and are located at opposite sides of the lots from the water services.

NE 41st Avenue and NE 40th Avenue – Public Streets

62. Prior to engineering plan approval, the applicant is to submit revised utility plans with sanitary sewer manholes in lieu of cleanouts at both ends of the new gravity sewer main in NE 41st Avenue; and a sanitary sewer manhole at the west end of the new sewer main in NE 40th Avenue; as both of these sanitary sewer mains and NE 41st Avenue and NE 40th Avenue will be extended west for future developments.

Tract B and Tract C – Private Streets

63. Prior to engineering plan approval, the applicant is to submit revised utility plans for Tract B that extend the gravity sewer main a sufficient distance to the west to allow for the sewer laterals for Lots 15-17 to be perpendicular to the sewer main. Additionally, the paved surface of Tract B (Private Street) is to be extended a sufficient distance west for the sewer main and all sewer laterals are to be placed in a paved surface.

64. Prior to engineering plan approval, the applicant is to submit revised utility plans for Tract C that extend the gravity sewer main to the west a sufficient distance to allow for the sewer laterals for Lots 18-23 to be perpendicular to the sewer main. Additionally, the paved surface of Tract C (Private Street) is to be extended a sufficient distance west for the sewer main and all sewer laterals are to be placed in a paved surface.

[Roads]

65. Prior to engineering plan approval, the future interior street names and numbers, public and private, are to be revised in accordance to the street names and numbers as determined by the Building Official.

[Existing Public Roads]

SE 15th Street

66. Prior to engineering plan approval, the preliminary street plans are to include the minimum 7-feet of right-of-way width dedication will result in the required right-of-way width of 37-feet from the centerline of SE 15th Street.

NE Woodburn Drive

67. Prior to engineering plan approval, the preliminary street plans are to include the additional right-of-way width dedication along the north side of NE Woodburn Drive that has not been fully improved. The right-of-way dedication of approximately 17-feet is to result in a 30-foot-wide right-of-way width, as measured from the centerline of NE Woodburn Drive, and provide the full 60-foot right-of-way width along the frontage of the proposed development.

68. Prior to engineering plan approval, the applicant is to submit a complete set of street plans that include construction of the full-depth half-width road improvements from the existing centerline of NE Woodburn Drive, from the western end of Tract F of the Hills of Round Lake Phase 9 to the westernmost property line of the proposed development per CDSM Street Detail ST4 for 60-foot Collectors and Arterials.

    a. The full depth street section is to consists of a minimum 0.5-feet (6-inches) of asphalt and 1-foot (12-inches) of crushed rock base course per the current CDSM, Street Detail ST4 standards; and results in the 36-feet of paved surface, curb, gutter, and a 6-foot detached sidewalk.

69. Prior to engineering plan approval, the applicant is to submit a complete set of street plans that include the full depth half-width improvements extended from the western end of Tract F of the Hills of Round Lake Phase 9, to the westernmost property line of the proposed development that abuts Parcel No. 178418000, and results in 36-feet of paved surface, curb, gutter, and a 6-foot detached sidewalk. The taper from full width to existing width is to be accomplished with signing and striping.

[Proposed Public Roads]

70. Prior to engineering plan approval, the preliminary street plans are to be revised with the curb ramps per CDSM, Street Detail ST20A – Type 1 Dual Perpendicular Curb Ramps, which directs pedestrians perpendicular to the street in lieu of directing them into the intersection; or per CDSM Street Detail ST22 – Type 3 Combo Curb Ramp; ST23 – Type 4 Combo Curb Ramp; or ST24 – Mid-Block Curb Ramp.

NE 275th Avenue

71. Prior to engineering plan approval, the preliminary street plans are to be revised with the full 52-foot right-of-way width shown to extend to the end of NE 275th Avenue, on both sides of the street. The full 18-foot depth of the off-street parking spaces is to be located behind the sidewalk/right-of-way. Staff supports a curb tight sidewalk and no planter street along the frontage of Tract F

72. Prior to engineering plan approval, the applicant is to work with Engineering staff and the Fire Marshal's Office to provide an acceptable dead-end turnaround at the south end of proposed NE 275th Avenue.

[Proposed Private Streets]

Tract B – Private Street

73. Prior to engineering plan approval, the applicant shall provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company, as the City does not provide towing on private roads, no does the City enforce no parking on private roads.

Tract C – Private Street

74. Prior to engineering plan approval, the applicant shall provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company, as the City does not provide towing on private roads, no does the City enforce no parking on private roads.

[Driveways]

75. 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.

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

[Street lighting]

76. Prior to engineering plan approval, all streetlight locations are to be shown on the engineering and landscape plans. Streetlights on private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.

Tract C – Private Street

77. Prior to engineering plan approval, a streetlight is to be added to Tract C (Private Street) as Tract C is in excess of 100-feet in length and serves 6 dwelling units. The private meter for Tract C is to be shown on the street, utility, and landscape plans.

[Street Trees]

78. Prior to engineering plan approval, the applicant is to show proposed driveway locations for each lot to ensure that street trees are not impacted.

79. The applicant is required to submit to the City for review and approval a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13, in addition to CMC Chapter 17.19.030.F.6, and include plantings from the City's approved plan list.

[Storm Facility Landscaping]

80. Prior to engineering plan approval, the applicant is to submit revised plans that provide a 10-foot landscaping between Tract D, Stormwater Facility, and where it abuts NE Woodburn Drive.

81. Prior to engineering plan approval, the applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the stormwater facility, Tract D. Additionally, the plans are to provide for a minimum 10-foot-wide double gate at the paved access road to the facility and a minimum 4-foot-wide man gate for inspection access.

[Retaining Walls]

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

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

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

[Traffic Impact Analysis]

83. Prior to engineering plan approval, the applicant is to provide an updated TIS that includes an analysis of the intersection of NE 275th Avenue and NE 41st Avenue with sight-distance and capacity addressed.

84. Prior to engineering plan approval, the applicant is to provide an updated TIS that includes an analysis of the intersection of NE 41st Avenue and NE Umatilla Street that includes the traffic volume that will

double with the proposed development for sight distance and provide and install recommendations if stopping sight distance is not adequate.

Prior to Land-Disturbing Activities:

85. Prior to any land-disturbing activities, the applicant shall be required to submit a site specific SWPPP in addition to Ecology's NPDES Temporary Construction Stormwater Permit, per MR #2. The SWPPP is to include 24-hour contractor contact information; and the name of the Project CESCL and CESCL certification number and expiration date. (CESCL = Certified Erosion and Sediment Control Lead).
86. Prior to any land-disturbing activities, an electronic copy of the NPDES GCSWP permit, an electronic copy of the SWPPP, and the Erosion and Sediment Control bond are to be submitted to the city.
87. Prior to any land-disturbing activities, which includes tree cutting and clearing and grading, an approved set of final engineering plans, including erosion prevention and sediment control measures is required.
88. Prior to any land-disturbing activities, the applicant is to provide documentation to the city that any wells and/or septic systems on-site have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

Prior to Final Plat Approval:

Planning:

89. Setbacks shall be shown on the plat as a setback table as well as on each individual lot.

Engineering:

[Parks and Open Space]

90. Prior to final plat approval, the following notes are to be added to the plat:
    a. Tract A is to be owned and maintained by the Homeowners/Homeowners Association (HOA).
    b. The T-27 trail located in Tract A is to be owned and maintained by the city with a public access easement granted over the T-27 trail located in Tract A.
91. Prior to final plat approval, the following note is to be added to the plat stating that Tract G is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA), with a public access easement granted over the pedestrian rail located in Tract G.

[Water]

Tract A – Open Space

92. Prior to final plat approval, a note should be added to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water mains located in Tract A (Open Space) for the purpose of inspection, maintenance and operation of said public water main.

Tract B and Tract C – Private Streets

93. Prior to final plat approval the following notes are to be added to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water mains in Tract B (Private Street) and Tract C (Private Street) for the purpose of inspection, maintenance and operation of said public water mains and water services.

Tract G – Utility Tract

94. Prior to final plat approval a note shall be added to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract G for the purpose of inspection, maintenance and operation of said public water main.

Irrigation

95. Prior to final plat approval, a note is to be added to the final plat stating that irrigation meters required for open space areas are to be privately owned and maintained by the Homeowners and/or Homeowners'' Association (HOA).

[Storm Drainage]

Tract D – Stormwater Facility

96. Prior to final plat approval a note shall be added to the final plat stating that the stormwater facilities in Tract D are to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA), 2-years after final acceptance is issued. Right-of-entry shall be granted to the City of Camas for inspection purposes.

Tract B – Private Road

97. Staff recommends a condition of approval that prior to final plat approval, a note should be added to the final plat stating that the storm system located in Tract B is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Tract C – Private Road

98. Prior to final plat approval, a note should be added to the final plat stating that the storm system located in Tract C is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

Lots 24-32 – Private Rear Yard Storm System

99. Prior to final plat approval, a note should be added to the final plat stating that the private rear yard storm system behind Lots 24-32, are located in a 10-foot-wide private storm easement and is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).

[Sanitary Sewer Disposal]

Tract B and Tract C – Private Streets

100. Prior to final plat approval, the following notes are to be to the final plat stating that an access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sewer mains in Tract B (Private Street) and Tract C (Private Street) for the purpose of inspection, maintenance and operation of said public sewer mains and sewer laterals.

Tract G – Utility Tract

101. Prior to final plat approval a note is to be added to the final plat stating that a utility access and maintenance easement over and under the gravity sanitary sewer main located in Tract G is to be granted to the City of Camas for the purpose of inspection, maintenance, and operation of said public gravity sanitary sewer main.

[Roads]

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

Existing SE 15th Street

103. Prior to final plat approval, the plat is to include the minimum 7-feet of right-of-way width dedication will result in the required right-of-way width of 37-feet from the centerline of SE 15th Street.

Existing NE Woodburn Drive

104. Prior to final plat approval, the plat is to include sufficient right-of-way dedication of approximately 17-feet resulting in 30-feet of right-of-way, as measured from the centerline of NE Woodburn Drive, to provide the full 60-foot right-of-way width along the frontage of the proposed development.

Private Streets

105. Prior to final plat approval, a note is to be added to the final plat stating that the streetlight on Tract C is metered separately and is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

106. Prior to final plat approval, a note is to be added to the final plat that addresses removal of unauthorized vehicles from Tract C, private street.

107. Prior to final plat approval, a note is to be added to the final plat stating that the parking spaces in Tract A are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).

108. Prior to final plat approval, a note is to be added to the final plat stating that the parking spaces in Tract F are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).

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

[Driveways]

110. 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.

Prior to Final Acceptance:

Planning:

111. Each tree shall be spaced 30 feet apart unless driveways, utilities or other infrastructure prevent them.

Engineering:

112. The applicant is required to provide a design for a 'No Parking and Towing' sign for review and approval.
    a. Said sign is to include contact information for a towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.

113. Prior to final acceptance, the applicant shall be required to install the 'No Parking and Towing' signs on Tract B, Private Street.

114. Prior to final acceptance, the applicant shall be required to install the 'No Parking and Towing' signs on Tract C, Private Street.

115. 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.

116. 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 and in either AutoCad or Carlson formats.
    b. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.

117. 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.

118. 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 Final Occupancy:

Planning:

119. Street trees adjacent to lots should be installed prior to final occupancy per CMC 17.19.030.F.4.
120. The maximum building height shall be 35 feet.
121. There shall be two (2) off-street parking spaces provided for each single family dwelling.

Proposed Plat Notes

1. A homeowner's association (HOA) will be required for this development. Copies of the CC&Rs shall be submitted and on file with the City of Camas.
2. Building permits will not be issued by the Building Department until all subdivision improvements are completed and Final Acceptance has been issued by the City.
3. Driveway throats on single-family lots shall not exceed 40% of the total lot frontage.
4. Maximum building lot coverage for this subdivision is 40%.
5. The lots in this subdivision are subject to traffic impact fees, school impact fees, fire impact fees and park/open space impact fees. Each new dwelling will be subject to the payment of appropriate impact fees at the time of building permit issuance.
6. Tree topping is not permitted within this development, nor removal of more than 20 percent of a tree's canopy. Trees that are determined to be hazardous by a licensed arborist may be removed after approval by the City. Required street trees shall be promptly replaced with an approved species.
7. In the event any item of archaeological interest is uncovered during a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
8. Tract A – Open Space and Off-street Parking: Are to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).

9. Tract A – Open Space: The T-27 trail located in Tract A is to be owned and maintained by the city with a public access easement granted over the T-27 trail located in Tract A.
10. Tract A – Open Space: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract A, Open Space for the purpose of inspection, maintenance and operation of said public water main.
11. Tract B – Private Street: An access and maintenance easement is granted to the City of Camas over and under Tract B, Private Street for the purpose of inspection, maintenance, and operation of said public water main and water services.
12. Tract B – Private Road: The storm system located in Tract B is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).
13. Tract B – Private Street: An access and maintenance easement is granted to the City of Camas over and under Tract B, Private Street for the purpose of inspection, maintenance, and operation of said public gravity sanitary sewer main and sanitary laterals.
14. Tract B – Private Street: Is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).
15. Tract B: 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 roads and are the responsibility of the Homeowners and/or the Homeowner's Association (HOA).
16. Tract C – Private Street: An access and maintenance easement is granted to the City of Camas over and under Tract C, Private Street for the purpose of inspection, maintenance, and operation of said public water main and water services.
17. Tract C – Private Road: The storm system located in Tract C is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).
18. Tract C – Private Street: An access and maintenance easement is granted to the City of Camas over and under Tract C, Private Street for the propose of inspection, maintenance, and operation of said public gravity sanitary sewer main and sewer laterals.
19. Tract C – Private Street: Is to be owned and maintained by the Homeowners/Homeowners Association (HOA).
20. Tract C: The streetlight is metered separately and is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).
21. Tract C: 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 roads and are the responsibility of the Homeowners and/or the Homeowner's Association (HOA).
22. Lots 24-32 – Private Rear Yard Storm System: The private rear yard storm system behind Lots 24-32, are located in a 10-foot-wide private storm easement and is to be owned and maintained by the adjacent Homeowners and/or the Homeowners Association (HOA).
23. Tract D – Stormwater Facility: The stormwater facilities located in Tract D are to be owned and maintained by the homeowners and/or the Homeowners Association (HOA), 2-years after final acceptance is issued. Right-of-entry shall be granted to the City of Camas for inspection purposes
24. Tract E - Open Space: Is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).

25. Tract F - Off-Street Parking: Is to be owned and maintained by the Homeowners and/or the Homeowner's Association (HOA).
26. Tract G –Pedestrian Trail: Is to be owned and maintained by the Homeowners and/or the Homeowners Association (HOA). A public access easement is required over the pedestrian access trail.
27. Tract G – Utility Tract: Is to be owned and maintained by the Homeowners and/or Homeowners Association (HOA).
28. Tract G – Utility Tract: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch water main located in Tract G (Utility Tract) for the purpose of inspection, maintenance, and operation of said public water main.
29. Tract G – Utility Tract: An access and maintenance easement is granted to the City of Camas over and under the proposed 8-inch gravity sanitary sewer main located in Tract G (Utility Tract) for the purpose of inspection, maintenance, and operation of said public gravity sanitary sewer main.
30. All irrigation meters required for open space areas are to be privately owned and maintained by the Owners and/or Homeowners Association (HOA).
31. Ownership and maintenance of the storm systems located within private storm easements are the responsibility of the adjacent homeowners and/or the Homeowners Association (HOA).
32. 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 roads in Tract B and Tract C; and at the private off-street parking spaces in Tract A and Tract F; and are the responsibility of the Homeowners and/or the Homeowner's Association (HOA).

2. Land Use Narrative



Uhacz Subdivision
Type III Subdivision

Date: March 2026

Submitted to:
City of Camas
Community Development Department
616 NE 4th Avenue
Camas, WA 98607

Applicant:
Romano Capital, Inc.
4660 NE 77th Avenue, Suite 200
Vancouver, WA 98662
Stacey Shields
(360) 904-4759
stacey@romanofinancial.com

AKS Job Number: 12533

AKS ENGINEERING & FORESTRY

Table of Contents

I. Executive Summary 2
II. Site Description/Setting 2
III. Applicable Review Criteria 3
City of Camas Municipal Code 3
Title 12 Streets, Sidewalks and Public Places 3
Chapter 12.24 - Street Names 3
Chapter 12.44 - Complete Streets Policy 3
Title 13 Public Services 4
Division I Water 4
Chapter 13.52 - Water System Development Charges 4
Division II Sewer System 4
Chapter 13.72 - Sewer Service Development Charge 4
Title 14 Stormwater Provisions 4
Chapter 14.02 - Stormwater Control 4
Chapter 14.06 - Erosion and Sediment Control 4
Title 15 Buildings and Construction 5
Chapter 15.04 - Building Code 5
Chapter 15.17 - Automatic Fire Sprinklers 6
Chapter 15.50 - Clearing and Grading 6
Title 16 Environment 6
Chapter 16.07 - SEPA Categorical Exemption and Threshold Determinations 6
Chapter 16.31 - Archaeological Resource Preservation 7
Chapter 16.51 - General Provisions for Critical Areas 7
Title 17 Land Development 7
Chapter 17.11 - Subdivisions 7
Chapter 17.19 - Design and Improvement Standards 13
Chapter 17.21 - Procedures for Public Improvements 26
Title 18 Zoning 27
Chapter 18.09 - Density and Dimensions 27
Chapter 18.11 - Parking 28
Chapter 18.13 - Landscaping 29
Chapter 18.15 - Signs 36
Chapter 18.17 - Supplemental Development Standards 36
IV. Conclusion 36

Uhacz Subdivision
Type III Subdivision

Submitted to:

City of Camas
Community Development Department
616 NE 4th Avenue
Camas, WA 98607

Applicant:

Romano Capital, Inc.
4660 NE 77th Avenue, Suite 200
Vancouver, WA 98662
Stacey Shields
(360) 904-4759
stacey@romanofinancial.com

Property Owners:

Uhacz Family Trust
1918 SE 283rd Avenue
Camas, WA 98607

Applicant's Consultant:

AKS Engineering & Forestry, LLC
9600 NE 126th Avenue, Suite 2520
Vancouver, WA 98682

Contact(s): Michael Andreotti, RLA
Email: andreottim@aks-eng.com
Phone: (360) 882-0419

Site Location:

27429 SE 15th Street
Camas, WA 98607

Clark County Parcels:

178413-000

Site Size:

±6.98 acres (±303,955 square feet)

Land Use Districts:

Residential-6,000 (R-6)

I. Executive Summary

Through this application, Romano Capital, Inc. (Applicant), requests approval from the City of Camas (City) to subdivide the subject site (described below) into a 32-lot subdivision (Uhacz Subdivision) for the future construction of 32 single-family homes. The subdivision will gain access from NE 41st Avenue to the east. Access to the individual lots will be provided through an internal street network that is being constructed with this project. Each lot will be provided with sanitary sewer, stormwater, and water service connections. Other dry utilities will also be provided for each lot. In addition to this narrative, the application package includes the materials necessary for the City to review and approve this submittal, including Preliminary Plans, Pre-Application Conference Report, Preliminary Stormwater Technical Information Report (TIR), Geotechnical Soil Analysis Report, Transportation Impact Study (TIS), State Environmental Policy Act (SEPA) Checklist, Mailing Labels, Archaeological Predetermination Reports, Tree Report, and Title Report.

The highlights of this project, which will be discussed further in this narrative, include the following:

- Subdivision with 32 single-family lots
- Construction of stormwater, parking, open space, and private street tracts to serve the subdivision
- Construction of an internal street network to serve the subdivision
- Construction of all necessary utilities needed to serve the subdivision

The written narrative includes findings of fact demonstrating that the application complies with all applicable approval criteria. These findings are supported by substantial evidence, including Preliminary Plans and other written documentation. This information, which is included in this application package, provides the basis for the City to approve the application.

II. Site Description/Setting

The subject site is addressed as 27429 SE 15th Street, Camas, WA 98607 and consists of Parcel 178413-000. The site is located in the Southwest Quarter of Section 36, Township 2 North, Range 3 East, Willamette Meridian. The subject site is ±6.98 acres (±303,955 square feet) in size and is zoned Single Residential-6,000 (R-6) with an Urban Holding - 10 (UH-10) zoning overlay. The subject site is in use as a single-family residence. East of the site are similarly zoned R-6 parcels, and north and west of the site are Low Density Residential (R1-6) parcels in Clark County jurisdiction. South of the site are Resdential-7,500 (R-7.5)-zoned parcels. The surrounding parcels are currently in use as single-family residential uses.

SE 15th Street fronts the site to the north, NE 41st Avenue is stubbed to the east of the site, and NE Woodburn Drive fronts the site to the south. Site access is currently gained from SE 15th Street via an existing private driveway. SE 15th Street is an existing two-lane Collector/Arterial, with a 60-foot right-of-way width and a ±22-foot paved width. No sidewalks or planter strips exist on either side of SE 15th Street. NE 41st Avenue is a two-lane Local/Sprinklered road with a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and ±5-foot-wide planter strips, ±5-foot-wide sidewalks, and ±2-foot-wide clear strips on both sides of the road. NE Woodburn Drive is an existing three-lane Collector/Arterial road with a right-of-way width that varies between 42 and 60 feet. NE Woodburn Drive has a paved width that varies between 24 and 43 feet. NE Woodburn Drive has a planter strip that varies between 2 and 5 feet wide on the south side of the road and no planter strips exist along the north side of NE Woodburn Drive. A 6-foot-

wide sidewalk exists along the south side of NE Woodburn Drive, and a 6-foot-wide sidewalk exists along a portion of the north side of NE Woodburn Drive.

The site has rolling terrain. The steepest slopes on-site are approximately 40 percent. There are no areas of potential instability identified on-site. The existing vegetation on-site consists of field grass, shrubs, and deciduous and evergreen trees. According to Clark County GIS, there are no flood hazard areas, wetlands, streams, waterways, or other aboveground water bodies present on-site. The site has a low-moderate to moderate-high archaeological probability, with an archaeological site buffer mapped on-site.

III. Applicable Review Criteria

City of Camas Municipal Code

Title 12 Streets, Sidewalks and Public Places

Chapter 12.24 - Street Names

(…)

Response: The planned streets will be named according to the City of Camas *Street Naming Manual* (October 2010). Street names depicted on the Preliminary Plans are placeholders, and final road names will be determined prior to final platting.

Chapter 12.44 - Complete Streets Policy

(…)

12.44.030 - Policy.

(…)

F. Complete streets design recommendations will be incorporated into all publicly and privately funded projects as appropriate. The following complete streets components must be evaluated and considered in all phases of transportation project planning, design, construction, and operation:

1. Sidewalks and crosswalks.
2. Roadway and pedestrian scale lighting.
3. Bicycle accommodation.
4. Landscaping.
5. Use of raised medians for traffic safety, traffic flow and pedestrian refuge.
6. Adequate buffer areas for pedestrian safety, drainage and landscaping.
7. Lane widths appropriately sized for use and context of surrounding land uses.
8. On-street parking where appropriate for surrounding land uses.
9. Signage.
10. Level of connectivity to the existing transportation network.

Response: All roads within the project have been designed to comply with the City of Camas Complete Streets Policy. Sidewalks, crosswalks, shared travel lanes for bicycles and vehicles, landscaping, lighting, parking, signage, and other transportation facilities will be constructed to meet the requirements of the Camas Municipal Code (CMC).

Title 13 Public Services

Division I Water

Chapter 13.52 - Water System Development Charges

(…)

Response: It is understood that System Development Charges (SDCs) and connection fees described in this chapter apply to this project and that payment of the fees is required prior to connection. Water mains will be extended into the site, and each lot will be served by a service lateral. Refer to the Preliminary Plans included with this application package for additional information.

Division II Sewer System

Chapter 13.72 - Sewer Service Development Charge

(…)

Response: It is understood that SDCs and connection fees described in this section apply to this project and that payment of the fees is required prior to connection. Sanitary sewer mains will be extended into the site, and each lot will be served by a service lateral. Refer to the Preliminary Plans included with this application package for additional information.

Title 14 Stormwater Provisions

Chapter 14.02 - Stormwater Control

(…)

Response: The stormwater generated by the proposed site improvements will be collected on-site and conveyed to a stormwater facility for mechanical treatment and detention. The stormwater facility will be privately owned and maintained by the HOA. The stormwater improvements are designed to follow the pre-developed drainage pattern, ultimately discharging at approved rates to an existing manhole within NE Woodburn Drive near the southeast corner of the site. All proposed stormwater improvements are designed per City of Camas standards and the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW). Refer to the Preliminary Stormwater Technical Information Report (TIR) and Preliminary Plans included with this application package for additional information.

Chapter 14.06 - Erosion and Sediment Control

(…)

14.06.030 - Applicability.

Any person proposing to undertake any land-disturbing activity, with the exception of any small parcel development, shall be required to meet the following standards:

A. Submit an erosion prevention/sediment control plan in compliance with this chapter which shall set forth the proposed erosion prevention/sediment control measures and shall further satisfy the criteria of the standard details and specifications for erosion prevention/sediment control plans. The plan shall be submitted and approved by the city prior to the commencement of any land-disturbing activity. In addition, an erosion prevention/sediment control plan shall be submitted and approved by the city prior to the commencement of clearing, grading, fill, excavation, demolition, or

> **construction related to any land development which requires a city permit, requires city approval, or is otherwise subject to SEPA review including, but not limited to, the following:**
>
> **1. Subdivisions;**
>
> **(…)**

Response: This project is for a Type III Subdivision within the City of Camas; therefore, an Erosion and Sediment Control Plan is required. A Preliminary Grading and Erosion Control Plan is included in the Preliminary Plans. A detailed and site-specific Erosion Control Plan will be provided with final construction plans for review and approval by the City. Refer to the Preliminary Plans included with this application package for additional information.

Title 15 Buildings and Construction

Chapter 15.04 - Building Code

15.04.010 - Adoption of referenced codes.

(…)

Response: This project is for a Type III Subdivision, and no structures are proposed with this application. Future single-family residences will be constructed on the lots created with this application. Those structures will be reviewed during the building permit review process. All future buildings will receive building permit approval prior to construction.

15.04.030 - Amendments to the referenced codes.

> **The adopted codes are amended as follows:**
>
> **(…)**
>
> **D. International Fire Code.**
>
> **1. A new subsection is added to Section 907.1.1 to provide as follows:**
>
> **(…)**
>
> **12. Permits shall be obtained from the fire department as follows:**
>
> **a. Except for one and two-family dwellings and as specified in Section 105 of the building code and Section R105 in the International Residential Code no building or structure regulated by the building and/or fire code shall be erected, constructed, enlarged, altered, repaired, moved, removed, converted or demolished unless a separate permit for each building or structure has first been obtained from the fire department.**
>
> **b. A permit shall be obtained from the fire department prior to engaging in activities, operations, practices, or functions as specified in Section 105 of the fire code.**
>
> **(…)**

Response: Two new fire hydrants will be installed with this project. One hydrant will be installed on the west side of NE 275th Avenue near the intersection with NE 41st Avenue and the other hydrant will be installed ±400 feet to the south on the west side of NE 275th Avenue, between Tract B and Tract C. All planned fire hydrants within the subdivision will meet spacing requirements. All future homes in the development will be provided with fire sprinklers, as required by the City of Camas. Additional fire sprinklers will be installed within the homes and garages as site access is limited to a single access point through NE 41st Avenue until parcel 178417-000 west of the site develops. An address monument will be installed at each private street's intersection with NE 275th Avenue so that lots accessed from the private streets can be identified. This project will comply with all other requirements of the International Fire Code (IFC) as adopted and amended by the City of Camas. Refer to the Preliminary Plans included with this application package for additional information.

Chapter 15.17 - Automatic Fire Sprinklers

(…)

Response: This project is for a Type III Subdivision, and no structures are proposed with this application. All future homes in the subdivision will be provided with fire sprinklers as required by the City of Camas. Until further development occurs to the west of the site, access to the site is limited to a single access through NE 41st Avenue. Additional fire sprinklers will be installed in the homes and garages to mitigate for the limited site access. This project will comply with all other requirements of the IFC as adopted and amended by the City of Camas.

Chapter 15.50 - Clearing and Grading

Response: Site clearing, grading, and excavation are required for the construction of this project; therefore, a grading permit is required. A Preliminary Grading and Erosion Control Plan is included in the Preliminary Plans. A grading permit will be obtained by the Applicant prior to any land-disturbing activity occurring. Refer to the Preliminary Plans included with this application package for additional information.

Title 16 Environment

Chapter 16.07 - SEPA Categorical Exemption and Threshold Determinations

(…)

16.07.020 - Exemption levels.

A. The city establishes the following exempt levels for minor new construction based on local conditions, which is consistent with WAC 197-11-800(1):

Project Types	Exempt Levels in Camas
Single-family residential	Up to 9 dwelling units
Multifamily residential	Up to 9 dwelling units
Agricultural structures	Up to 30,000 square feet
Office, school, commercial, recreational, service or storage buildings (including associated parking lots)	Up to 30,000 square feet and associated parking lots of up to 40 spaces.
Parking lots not associated with a structure	Up to 20 parking spaces
Landfills and excavation	Up to 500 cubic yards

(…)

Response: This project is for a Type III Subdivision for the creation of 32 single-family residential lots; therefore, this project is not exempt from SEPA. A SEPA Checklist has been prepared and is included with this application package.

16.07.040 - Environmental checklist.

(…)

Response: A SEPA Checklist has been prepared and submitted with this application package. The lead agency for the SEPA Checklist is the City of Camas.

Chapter 16.31 - Archaeological Resource Preservation

(…)

16.31.070 - Predetermination report required.

(…)

Response: The project site is greater than 5 acres in size, and according to Clark County GIS, the site's mapped archaeological probability is between low-moderate and moderate-high; therefore, an Archaeological Predetermination Report is required for this project. An Archaeological Predetermination Report and formal Archaeological Survey were completed by Applied Archaeological Research, Inc. (AAR) in September 2025 and March 2026 under permit 2025-88 at site 45CL1619. AAR's reports were submitted to the Department of Archaeology and Historic Preservation (DAHP). Confirmation of AAR's submittal is included in this application package. Refer to AAR's confirmation of archaeological submittal included with this application package for additional information.

Chapter 16.51 - General Provisions for Critical Areas

(…)

16.51.090 - Applicability.

The following proposed activities are subject to the criteria, guidelines, report requirements, conditions, and performance standards in this title:

(…)

H. Subdivision;

Response: This project is for a Type III Subdivision for the creation of 32 single-family residential lots; therefore, this project is subject to the criteria, guidelines, conditions, and requirements of this chapter. According to Clark County GIS, there are no on-site critical areas within the project area. Refer to the Preliminary Plans included with this application package for additional information.

Title 17 Land Development

Chapter 17.11 - Subdivisions

(…)

17.11.030 - Preliminary subdivision plat approval.

A. Preapplication.

1. In accordance with CMC Chapter 18.55 the applicant must proceed with the formal preapplication process prior to application submittal review.

2. The applicant shall submit to the community development department the preapplication form and copies of their proposal drawn to an engineer scale on paper, showing lot sizes, topography, and overall lot dimensions.

Response: A pre-application conference was held on January 28, 2026, and the meeting notes for the pre-application conference were issued on February 11, 2026. The Pre-Application Conference Report is included with this application package.

B. Application. In addition to those items listed in CMC 18.55.110, the following items are required, in quantities specified by community development department, for a complete application for preliminary subdivision approval. Items may be waived if, in the judgment of the community development director or designee, the items are not applicable to the particular proposal:

1. Completed general application form as prescribed by the community development director, with the applicable application fees;

2. A complete and signed SEPA checklist. The SEPA submittal should also include a legal description of the parcel(s) from deed(s);

3. Complete applications for other required land use approvals applicable to the proposal;

4. A vicinity map showing location of the site;

5. A survey of existing significant trees as required under CMC Section 18.13.045;

6. All existing conditions shall be delineated. Site and development plans shall provide the following information:

a. A plat map meeting the standards identified in CMC Section 17.01.050,

b. Owners of adjacent land and the names of any adjacent subdivisions,

c. Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),

d. Names, locations, widths and dimensions of existing and proposed public street rights-of-way and easements and private access easements, parks and other open spaces, reservations and utilities,

e. Location of existing and proposed sidewalks, street lighting and street trees,

f. Location, footprint and setbacks of all existing structures on the site,

g. Lot area and dimensions for each lot,

h. Location of proposed new property lines and numbering of each lot,

i. Location of the proposed building envelopes and sewer tanks,

j. Location, dimension and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements,

k. Location of any proposed dedications,

l. Existing and proposed topography at two-foot contour intervals extending to five feet beyond project boundaries,

m. Location of any critical areas and critical area buffers to indicate compliance with all applicable provisions of the critical areas legislation,

n. Description, location and size of existing and proposed utilities, storm drainage facilities and roads to service the lots,

o. Location of all existing fire hydrants within five hundred feet of the proposal; and

p. Show location and height of proposed retaining walls. Provide cross sections for retaining walls over four-feet in height.

7. For properties with slopes of ten percent or greater a preliminary grading plan will be required with the development application that shows:

a. Two-foot contours,

b. The proposed lots and existing topography,

c. The proposed lots with proposed topography, and

d. Total quantities of cut and fill;

8. Preliminary stormwater plan and preliminary stormwater technical information report (TIR). The preliminary stormwater TIR is to be prepared in accordance with Ecology's latest edition Stormwater Management Manual for Western Washington (SWMMWW);

9. For properties with development proposed on slopes of ten percent or greater a preliminary geotechnical report will be consistent with CMC Chapter 16.59;

10. Clark County assessor's maps which show the location of each property within three hundred feet of the subdivision;

11. Applicant shall furnish one set of mailing labels for all property owners as provided in CMC Section 18.55.110;

12. Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve a proposed development and to mitigate impacts of the proposal on the surrounding transportation system; and

13. A narrative addressing ownership and maintenance of open spaces, stormwater facilities, public trails and critical areas, and the applicable approval criteria and standards of the Camas Municipal Code. It should also address any proposed building conditions or restrictions.

14. An engineering estimate of costs for site improvements, both public and private.

(…)

Response: This project is for a Type III Subdivision for the creation of 32 single-family residential lots. This application package contains all the requirements listed in CMC 18.55.110 and the materials listed in this section, including Preliminary Plans that contain Existing Conditions, a Vicinity Map, Preliminary Subdivision Plat, Preliminary Composite Utility Plan, Preliminary Tree Preservation and Removal Plan, Preliminary Street Lighting Plan, Preliminary Grading and Erosion Control Plan, Preliminary Stormwater Plan, Preliminary Landscape Plan, and Preliminary Circulation Plan. Additionally, a Pre-Application Conference Report, Preliminary Stormwater TIR, Geotechnical Soil Analysis Report, TIS, SEPA Checklist, Mailing Labels, Archaeological Predetermination Reports, Tree Report, and Title Report are included in the application package.

> **D. Criteria for Preliminary Plat Approval. The hearings examiner decision on an application for preliminary plat approval shall be based on the following criteria:**
>
> > **1. The proposed subdivision is in conformance with the Camas comprehensive plan, parks and open space comprehensive plan, neighborhood traffic management plan, and any other city adopted plans;**

Response: The planned subdivision has been designed to meet all applicable goals of the Camas Comprehensive Plan. This project will provide stormwater, sewer, and water services for each lot in the planned subdivision. Additionally, roads, franchise utilities, street trees and landscape strips, street lighting, and pedestrian and circulation routes will be provided with this subdivision. These planned improvements will assist in serving the site, while mitigating impacts to the surrounding area. This project will provide 32 single-family residential lots and two open space tracts, which will benefit the community. A TIS has also been prepared for this project and transportation impacts will be mitigated with applicable impact fees.

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

Response: The stormwater generated by the proposed site improvements will be collected on-site and conveyed to a stormwater facility for mechanical treatment and detention. The stormwater facility will be privately owned and maintained by the HOA. The stormwater improvements are designed to follow the pre-developed drainage pattern, ultimately discharging at approved rates to an existing manhole within NE Woodburn Drive near the southeast corner of the site. All proposed stormwater improvements are designed per City of Camas standards and the Washington State ECY 2024 SWMMWW.

Water service will be extended into the site from an existing water main in NE 41st Avenue. That water main will then be looped through the site and connect to an existing water main in NE Woodburn Drive. All lots will be provided with individual water meters and services. All water improvements will be designed and constructed to City of Camas Engineering standards.

Sanitary sewer service for the site will be provided by new on-site sanitary sewer mains. There is an existing sanitary sewer main in NE Umatilla Street that will be extended northwest into the site within NE Woodburn Road right-of-way and connect with the proposed main that will be constructed in NE 275th Avenue. New sanitary sewer mains will also be constructed in NE 40th Avenue, NE 41st Avenue, Tract B, Tract C, and Tract D. Sanitary service laterals will be extended to each lot and all sanitary sewer improvements will be designed and constructed to City of Camas engineering standards.

Refer to the Preliminary Stormwater TIR and Preliminary Plans included with this application package for additional information.

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;

Response: Three new local access roads will be constructed with this project. NE 41st Avenue will be extended into the site and NE 40th Avenue and NE 275th Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road.

NE Woodburn Drive is an existing public road to the south of the site. A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive with this project. A 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface will be installed on the north side of NE Woodburn Drive with this project. The planned improvements to NE Woodburn Drive will end ±8 feet short of the site's west boundary to protect an off-site tree that is ±7 feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide.

Seven feet of right-of-way will be dedicated to SE 15th Street with this project. Due to the limited frontage width, no improvements to SE 15th Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue.

A Preliminary Landscape Plan, Preliminary Tree Preservation and Removal Plan, and Preliminary Street Lighting Plan are included in the Preliminary Plans. Provisions have

been made for utilities, as shown in the Preliminary Composite Utility Plans that are included in the Preliminary Plans. Refer to the Preliminary Plans included with this application package for additional information.

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

Response: Right-of-way will be dedicated for three new public streets within the project site. Right-of-way will also be dedicated for NE Woodburn Drive south of the site and for SE 15th Street north of the site. Two private street tracts will be created to provide access to on-site lots, and a 6-foot-wide private utility easement (PUE) will be provided along the frontage of each lot with the final plat. Refer to the Preliminary Plans included with this application package for additional information.

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

Response: As indicated on the Preliminary Plans submitted with this application package, all lots are oriented to front a public right-of-way or private street tract and are appropriately shaped to allow for future home construction. Refer to the Preliminary Plans included with this application package for additional information.

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

Response: As described and depicted in the plans and documents submitted with this application package, this project complies with all requirements of the CMC and other relevant regulations.

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

Response: The Applicant's transportation engineering consultant, Kittelson & Associates, prepared a TIS for the project. Trip generation was calculated for the 32-lot subdivision using the *ITE Trip Generation Manual 12th Edition.* The TIS states the project will generate 302 Average Daily Trips (ADT) with 27 a.m. peak hour trips and 34 p.m. peak hour trips. The TIS recommends the Applicant pay applicable City of Vancouver proportional share fees and does not recommend any other on-site or off-site improvements. Refer to the TIS included with this application for additional information.

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

Response: All tracts within the subdivision will be owned and maintained by the HOA and ownership and maintenance responsibility for the on-site tracts will be identified on the final plat.

9. **Appropriate provisions, in accordance with RCW 58.17.110, are made for:**

   a. **The public health, safety, and general welfare and for such open spaces, drainage ways, streets, or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including**

sidewalks and other planning features that assure safe conditions at schools bus shelter/stops, and for students who walk to and from school, and

b. The public use and interest will be served by the platting of such subdivision and dedication;

Response: As previously stated, the proposed development meets all applicable goals of the Camas Comprehensive Plan. Existing on-site trees and trees immediately adjacent to the site will be protected to the greatest extent practicable, new trees will be planted on-site, and mitigation will be provided for necessary impacts. A street network will be constructed to provide vehicle and pedestrian circulation, and applicable impact fees will be paid with this project. Refer to the Preliminary Plans included with this application package for additional information.

10. The application and plans shall be consistent with the applicable regulations of the adopted comprehensive plans, shoreline master plan, state and local environmental acts and ordinances in accordance with RCW 36.70B.030.

Response: All plans and documents submitted with this application package meet the requirements of this section.

17.11.040 - Phasing.

The subdivider may develop and record the subdivision in phases. Any phasing proposal shall be submitted for review at preliminary plat. In addition to meeting criteria in CMC Chapter 18.23, approval of the phasing plan shall be based upon making the following findings:

A. The phasing plan includes all land contained within the approved preliminary plat, including areas where off-site improvements are being made.

Response: This project is for a Type III Subdivision for the creation of 32 single-family residential lots to be constructed in one phase. Refer to the Preliminary Plans included with this application package for additional information.

Chapter 17.19 - Design and Improvement Standards

(…)

17.19.020 - Improvements, supervision, inspections and permits required.

A. Required Improvements.

1. Every developer shall be required to grade and pave streets and alleys, install curbs and gutters, sidewalks, monuments, sanitary and storm sewers, water mains, fire hydrants, street lights and street name signs, underground transmission lines, provide and install a centralized location for mail delivery boxes in coordination with the U.S. Postal Service, together with all appurtenances in accordance with this chapter, specifications and standards in the Camas Design Standards Manual, the six-year street plan, and other state and local adopted standards and plans as may be applicable.

2. Other improvements installed at the option of the developer shall conform to city requirements.

3. Existing wells, septic tanks and septic drain fields shall be decommissioned, in accordance with state and county guidelines

regardless of lots or properties served by such utility unless otherwise approved by public works director. Documentation of said decommissioning is to be provided to the city. Upon decommissioning of existing wells, the water rights shall be granted to the city.

Response: Paved streets, complete with curbs, gutters, and sidewalks, will be constructed with this project. All lots will be provided with all required utilities, including sanitary sewer, water, and other private utilities. Streetlights, fire hydrants, and mail service delivery boxes will also be constructed with this project. All planned improvements are shown in the Preliminary Plans that are included with this application. The existing on-site septic system will be decommissioned with this project.

17.19.030 - Tract, block and lot standards.

A. Environmental Considerations.

Response: According to Clark County GIS, there are no on-site critical areas. Existing on-site trees and trees immediately adjacent to the site will be protected to the greatest extent practicable and new trees will be planted on-site. The Applicant will also provide two open space tracts, totaling ±25,897-square-feet in size. Refer to the Preliminary Plans included with this application package for additional information.

B. Blocks. Blocks shall be wide enough to allow two tiers of lots, except where abutting a major street or prevented by topographical conditions or size of the property, in which case the approval authority may approve a single tier.

Response: The planned subdivision includes two-tiered blocks where practicable. Due to the shape of the site, the location of NE 41st Avenue along the site's east boundary, and NE Woodburn Drive along the south of the site, two-tiered blocks are not practicable throughout the entire subdivision. One single-tiered block is planned with this project along the site's north boundary. A single-tiered block is necessary at this location because NE 41st Avenue's existing stub location and the site's north boundary do not leave enough room for two-tiered lots. Refer to the Preliminary Plans included with this application package for additional information.

C. Compatibility with Existing Land Use and Plans.

1. Buffer Between Uses. Where single-family residential lots are to be adjacent to multiple-family, commercial or industrial land use districts, and where natural separation does not exist, adequate landscape buffer strips and/or solid fences for purposes of buffering sound, restricting access, pedestrian safety and privacy shall be provided.

2. Conformity with Existing Plans. The location of all streets shall conform to any adopted plans for streets in the city. The proposed land use shall respond to and complement city ordinances, resolutions and comprehensive plans.

3. Other City Regulations. All land use shall comply with all adopted city regulations. In the event of a conflict, the more restrictive regulation shall apply.

(…)

Response: The subject site and all parcels surrounding the site are zoned for residential use; therefore, the standards of this section do not apply. Refer to the Preliminary Plans included with this application package for additional information.

> D. Lots. The lot size, width, shape and orientation shall conform to zoning provisions and the following:
>
> 1. Each lot must have frontage and access onto a public street, except as may otherwise be provided (e.g., approved private roads, access tracts);

Response: Each lot has been designed to have access to a public or private road. Refer to the Preliminary Plans included with this application package for additional information.

> 2. Side Lot Lines. The side lines of lots should generally run at right angles to the street upon which the lots face as far as practical, or on curved streets they shall be radial to the curve;

Response: Lots within the planned subdivision have their side lot lines at right angles to the road upon which they front. Refer to the Preliminary Plans included with this application package for additional information.

> 3. Building Envelopes. No lot shall be created without a building envelope of a size and configuration suitable for the type of development anticipated:
>
> a. For single-family residential zones, a suitable size and configuration generally includes a building envelope capable of siting a forty-foot by forty-foot square dwelling within the building envelope,

Response: Building envelopes, in the form of setbacks, are depicted on the Preliminary Plans. A 40-foot-by-40-foot square is shown on the plans to show that a dwelling fits within required setbacks on all lots in the planned subdivision. Refer to the Preliminary Plans included with this application package for additional information.

> 4. Where property is zoned and planned for commercial or industrial use, in conformance to the intent of the comprehensive plan, other lot dimensions and areas may be permitted at the discretion of the approval authority;

Response: The project site is zoned R-6; therefore, this standard does not apply.

> 5. Flag lots, access tracts, and private roads may be permitted only when the community development director or designee finds the applicant meets the criteria listed hereinafter:
>
> (…)

Response: Two private streets are planned with this project. The private streets have been designed to meet City standards based on the number of lots they provide access to and accommodate full development on the lots that will gain access from the private streets. Address monuments will also be installed where the private street intersect with NE 275th Avenue. Refer to the Preliminary Plans included with this application package for additional information.

> 6. Double Frontage Lots. Residential lots which have street frontage along two opposite lot lines shall be avoided, except for double

frontage lots adjacent to an arterial or collector, which must comply with the following design standards:

a. Landscaping. A ten-foot landscaped tract is provided along the real property line to visually buffer the rear yards from public view and prevent vehicular access. The ten-foot landscaped tract shall include a minimum two-inch caliper trees every thirty feet on center, three-foot tall shrubs that form a continuous screen, groundcover plants that fully cover the remainder of the landscaped area, and maintained in perpetuity by the homeowners association;

(…)

b. Fencing and Walls. A sight-obscuring fence or masonry wall shall be located at the line that separates the lot from the ten-foot landscape tract (see Figure 17.19-1). The design must include:

Response: Lots 21 through 23 will take access from the private street in Tract C and will be separated from NE Woodburn Drive with a 10-foot-wide open space tract. NE Woodburn Drive is classified as a three-lane Collector/Arterial road; therefore, a minimum 4-foot-tall fence or masonry wall is required along the boundary of the lots and the 10-foot-wide open space tract. The required fence or wall will be verified prior to building permit approval. Refer to the Preliminary Plans included with this application package for additional information.

E. Tracts and Trails.

(…)

Response: Per the City of Camas 2022 Parks, Recreation, and Open Space (PROS) Comprehensive Plan, a segment of the T-27 trail is shown on-site. To accommodate the T-27 trail segment, an on-site trail is planned in Tract A. The trail will vary between 6 feet and 10 feet in width, be constructed of asphalt pavement, and has been designed to meet the United States Access Boards Accessible Standard for Federal Outdoor Developed Areas (ABA Standards). The trail and on-site open space tracts will be maintained by the HOA. Refer to the Preliminary Plans included with this application package for additional information.

F. Landscaping.

1. Each dwelling unit within a new development shall be landscaped with at least one tree in the planting 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. Required trees shall be a minimum two-inch diameter at breast height (dbh) to create a uniform streetscape (dbh is four and one-half feet above the ground as measured from upside of tree).

2. The city council finds that the existing mature landscaping of trees, and shrubs provide oxygen, filter the air, contribute to soil conservation and control erosion, as well as provide the residents with aesthetic and historic benefits. For these reasons, the city encourages the retention of existing trees that are not already protected as significant trees under the Camas Municipal Code. Generally, the city may allow the tree requirements under subsection (F)(1) of this section to be reduced at the request of the developer, by

a ratio of two new trees in favor of one existing tree, provided such trees have been identified on approved construction plans.

3. Prior to final acceptance of any land development, the land developer shall install trees adjacent to or within all common areas and landscape tracts as specified in the Camas Design Standards Manual.

4. Street trees adjacent to individual lots must be installed prior to final occupancy or secured or bonded, and installed prior to expiration of the two-year warranty period, whichever comes first.

5. All landscaping shall conform to plant criteria in the Camas Design Standards Manual. Any planting of trees or shrubs within the right-of-way or vision clearance area must be shown on the construction drawings for approval.

6. Storm drainage facilities, pump stations and other visible facilities shall be required to include a ten foot L2 landscaped buffering in accordance with criteria in the Camas Design Standards Manual if within thirty feet of any street or accessory structure.

Response: One street tree is planned for each lot in the subdivision. Due to driveways, streetlights, and utilities, street trees cannot be placed at 30 feet on center or directly in front of each lot throughout the project; however, the total number of required street trees are planned for this project. Required street trees will be installed within the designated time frame.

Existing on-site trees will be protected to the greatest extent practicable and new trees will be installed throughout the site. Site landscaping will conform to the Camas Design Standards Manual and has been designed to not obstruct any vision clearance areas. One stormwater facility is planned with this project, and the stormwater facility will be screened with a 10-foot-wide L2 landscape buffer. Refer to the Preliminary Plans included with this application package for additional information.

G. Non-City Public Utility Easements (PUEs). Easements for electric lines, gas lines, communication lines, or other public utilities shall be required. Easements for public utilities shall be a minimum of six feet in width, located adjacent to the city right-of-way on public streets, behind sidewalks on private streets, and centered on front or side lot lines.

(…)

Response: A 6-foot-wide Public Utility Easement (PUE) will be provided along lots adjacent to the public right-of-way and behind sidewalks or the curb line on private streets. Refer to the Preliminary Plans included with this application package for additional information.

J. Lighting. Street lighting shall conform to the Clark public utility standards and approved by the city. The developer shall bear the cost of the design and installation of the lighting system.

Response: Street lighting will be provided with this project. All lighting will be installed in conformance with City of Camas and Clark Public Utilities (CPU) standards. A Preliminary Street Lighting Plan is included in the Preliminary Plans. Refer to the Preliminary Plans included with this application package for additional information.

K. All residential streets shall conform to the guidelines and standards of the city neighborhood traffic management plan.

Response: All streets in this project have been designed to conform to the guidelines and standards of the *City of Camas Neighborhood Traffic Management Plan* (March 2001). The proposed subdivision will create less than 700 ADT; therefore, no additional traffic management measures are required for this project per the *City of Camas Neighborhood Traffic Management Plan* (March 2001). A Preliminary Circulation Plan is included in the Preliminary Plan. Refer to the Preliminary Plans included with this application package for additional information.

17.19.040 - Infrastructure standards.

A. Private Street. Private street(s) may be authorized when all of the following occur:

1. Allowing private streets in the area being developed will not adversely affect future circulation in neighboring lots of property or conflict with an existing adopted street plan;

Response: Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue. Refer to the Preliminary Plans included with this application package for additional information.

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

Response: All private street tracts will be owned and maintained by the HOA. A note describing private street ownership and maintenance responsibility will be included on the final plat.

3. The proposed private streets can accommodate potential full (future) development on the lots or area being developed;

Response: Private Street A will provide access to three lots and Private Street B will provide access to six lots. The private streets have been designed to meet City standards based on the number of lots they provide access to and to accommodate full development on the lots that will gain access from the private streets. No future lots beyond this subdivision will gain access from the private streets. Refer to the Preliminary Plans included with this application package for additional information.

4. Connect to no more than one public street, unless it is an alley;

Response: None of the planned private streets connect to more than one public street. Refer to the Preliminary Plans included with this application package for additional information.

5. Conform to the Camas Design Standard Manual (CDSM);

Response: Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and

include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue. "No Parking" signs will be installed on both sides of Private Street A and on one side of Private Street B. Refer to the Preliminary Plans included with this application package for additional information.

6. **Alleys shall be privately owned and maintained;**

Response: No alleys are planned with this project; therefore, this standard does not apply.

7. **Access requirements for recycle service, garbage service, and emergency vehicles are provided;**

Response: Garbage and recycling for lots fronting Private Street A will be collected at the right-of-way along NE 275th Avenue. Solid waste and recycling pickup for lots fronting Private Street B will occur at each lot's front, except for Lots 20 and 21, where solid waste and recycling pickup will occur in front of Lots 19 and 22. Solid waste and recycling collection trucks will be able to use the rotated hammerhead turnaround at the end of NE 275th Avenue to back out of Private Street B. Refer to the Preliminary Plans included with this application package for additional information.

8. **Provisions for adequate parking enforcement are recorded within a private covenant to ensure emergency vehicle access. Street signs to this effect shall be installed. These provisions shall be noted on the final plat, e.g. Towing service.**

Response: A covenant providing provisions for parking enforcement will be recorded and will be noted on the final plat.

B. **Streets.**

1. **Half Width Improvement. Half width improvements, when determined appropriate by the City Engineer, shall include a full-depth road section to the existing centerline, public and private utility easements, water and sewer mains, pedestrian pathways, storm water drainage, street lighting and signage, environmental permits, provisions for mitigation improvements and mitigation areas as necessary, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per the Camas Design Standard Manual.**

Response: No half-width streets are proposed with this project. Three new local access roads will be constructed with this project. NE 41st Avenue will be extended into the site and NE 40th Avenue and NE 275th Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road.

NE Woodburn Drive is an existing public road to the south of the site. A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive with this project. A 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface will be

installed on the north side of NE Woodburn Drive with this project. The planned improvements to NE Woodburn Drive will end ±8 feet short of the site's west boundary to protect an off-site tree that is ±7 feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide.

Seven feet of right-of-way will be dedicated to SE 15th Street with this project. Due to the limited frontage width, no improvements to SE 15th Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue. Refer to the Preliminary Plans included with this application package for additional information.

2. **Streets abutting the perimeter of a development shall be provided in accordance with CMC 17.19.040(B)(1) above, and the Design Standard Manual. A minimum of 24-feet of paved surface shall be required to provide two-way vehicular movements and to ensure safe and efficient roads exist to serve the land development. Where applicable, a total of twenty-nine feet of paved surface may be required to provide bike lanes.**

Response: NE Woodburn Drive abuts the site to the south and SE 15th Street abuts the site to the north. Seven feet of right-of-way will be dedicated to SE 15th Street with this project. Due to the limited frontage width, no improvements to SE 15th Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive and NE Woodburn Drive will be improved with a 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface on the north side of NE Woodburn Drive. The planned improvements to NE Woodburn Drive will end ±8 feet short of the site's west boundary to protect an off-site tree that is ±7 feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide. Refer to the Preliminary Plans included with this application package for additional information.

3. The city engineer may approve a delay of frontage street improvements for development proposals under any of the following conditions:

Response: No delay in frontage improvements is requested; therefore, this standard does not apply.

4. In the event the frontage improvement is delayed, the owner must provide an approved form of financial surety in lieu of said improvements.

Response: No delay in frontage improvements is requested; therefore, this standard does not apply.

5. Dedication of additional right-of-way may be required for a development when it is necessary to meet the minimum street width standards or when lack of such dedication would cause or contribute to an unsafe road or intersection.

Response: Right-of-way will be dedicated for three new public streets within the project site. Right-of-way will also be dedicated to NE Woodburn Drive south of the site and to SE 15th Street north of the site. Two private street tracts will be created within the site to provide access to on-site lots.

Fifty-two feet of right-of-way will be dedicated for the three new public roads, a strip of right-of-way, up to 18 feet wide, will be dedicated for NE Woodburn Drive, and seven feet of right-of-way will be dedicated for SE 15th Street. One of the private street tracts will be within a 20-foot-wide tract and the other private street will be within a 42-foot-wide tract. Refer to the Preliminary Plans included with this application package for additional information.

6. Extension. Proposed street systems shall extend existing streets at the same or greater width unless otherwise approved by the city engineer.

   a. Streets and pedestrian/bicycle paths shall be extended to the boundaries of the plat to ensure access to neighboring properties, unless the presence of critical areas or existing development render such extension infeasible. The design shall contribute to an integrated system of vehicular and pedestrian circulation.

   b. Grading of steep topography may be necessary to achieve this objective.

Response: NE 41st Avenue is an existing public road that is stubbed to the east boundary of the site. NE 41st Avenue is a two-lane Local/Sprinklered road with a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and ±5-foot-wide planter strips, ±5-foot-wide sidewalks, and ±2-foot-wide clear strips on both sides of the road. New local roads will be extended into and through the site and will be constructed to City of Camas Street Detail ST3 standards, complete with a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and 7-foot-wide planter strips, and 5-foot-wide sidewalks on both sides of the road. NE 41st Avenue and NE 40th Avenue will provide circulation opportunities for future development on Parcel 178417-000 to the west of the site. Pedestrian circulation will be provided through the street network via sidewalks and trails. Refer to the Preliminary Plans included with this application package for additional information.

7. **Names. All street names, street numbers, and building numbers shall be assigned in accordance with CMC 12.24**

Response: The planned streets will be named according to the City of Camas Street Naming Manual (October 2010). Street names depicted on the Preliminary Plans are placeholders, and final road names will be determined prior to final platting.

8. **Right-of-way, tract and pavement widths for private and public streets shall be based on the Camas Design Standards Manual (CDSM), Engineering Design Standards and Submittal Requirements, Design Standards, Table 1-Guidelines for Geometry of Private Roadways and Table 2- Guidelines for Geometry of Public Roadways.**

Response: Three new local access roads will be constructed with this project. NE 41st Avenue will be extended into the site and NE 40th Avenue and NE 275th Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road.

NE Woodburn Drive is an existing public road to the south of the site. A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive with this project. A 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface will be installed on the north side of NE Woodburn Drive with this project. The planned improvements to NE Woodburn Drive will end ±8 feet short of the site's west boundary to protect an off-site tree that is ±7 feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide.

Seven feet of right-of-way will be dedicated to SE 15th Street with this project. Due to the limited frontage width, no improvements to SE 15th Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue. Both private streets will be constructed to the City of Camas Engineering Standards Table 1-Guidelines for Geometry of Private Roadways. Refer to the Preliminary Plans included with this application package for additional information.

9. **Intersections. Any intersection of streets that connect to a public street, whatever the classification, shall be at right angles as nearly as**

possible, shall not exceed fifteen degrees, and not be offset insofar as practical. All right-of-way lines at intersections with arterial and collector streets shall have a corner radius of not less than twelve feet.

Response: All planned intersections are at right angles, or as close to right angles as possible. Offset intersections are not planned with this project. Refer to the Preliminary Plans included with this application package for additional information.

10. Street Layout. Street layout shall provide for the most advantageous development of the land development, adjoining area, and the entire neighborhood. Evaluation of street layout shall take into consideration potential circulation solutions for vehicle, bicycle and pedestrian traffic, and, where feasible, street segments shall be interconnected.

a. Circulation Plan. Applicants shall submit a circulation plan at application which includes the subject site and properties within six hundred feet of the proposed development site. The plan shall incorporate the following features both on-site and off- site:

i. The circulation plan shall be to an engineering scale at one inch = one hundred feet or the scale may be increased or decreased at a scale approved by the city engineer;

ii. Existing and proposed topography for slopes of ten percent or greater, with contour intervals not more than ten feet;

iii. Environmental sensitive lands (geologic hazards, wetlands, floodplain, shoreline, etc.);

iv. Existing and proposed streets, bicycle/pedestrian pathways, trails, transit routes; and

v. Site access points for vehicles, pedestrians, bicycles, and transit.

Response: A Preliminary Circulation Plan meeting these standards is provided in the Preliminary Plans that are included with this application package. The planned street network connects to existing infrastructure and provides circulation opportunities for future development on Parcel 178417-000 to the west of the site. Pedestrian circulation will be provided through the street network via sidewalks and a segment of the planned T-27 Trail. Refer to the Preliminary Plans included with this application package for additional information.

b. Cross-circulation shall be provided that meets the following:

i. Block lengths shall not exceed the maximum access spacing standards for the roadway class per the city's design standards manual. If block lengths greater than six hundred feet are approved pursuant to CMC Section 17.19.040.B.10.b.iii., a midway pedestrian connection shall be provided.

Response: No new blocks will be created with this project; however, the proposed street network will allow for future blocks that are less than 600 feet in length when future development

occurs on Parcel 178417-000 to the west of the site. Refer to the Preliminary Plans included with the application for additional information.

> ii. Cul-de-sacs and permanent dead-end streets over three hundred feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard.

Response: NE 275th Avenue is a planned public dead-end road and is over 300 feet in length. A connection between NE 275th Avenue and NE Woodburn Drive cannot be made due to minimum intersection spacing requirements. NE Woodburn Drive is a Collector road and per the Camas Design Standards Manual, the minimum access spacing requirements along Collector roads is 330 feet. NE Umatilla Street is an existing street east of the site. If NE 275th Avenue were extended south to Woodburn Drive, the distance between NE 275th Avenue and NE Umatilla Street would be ±170 feet; therefore, the Applicant is not proposing a connection between NE 275th Avenue and NE Woodburn Drive. Refer to the Preliminary Plans included with this application package for additional information.

> iii. When cul-de-sacs or dead-end streets are permitted that are over three-hundred feet, a direct pedestrian and bicycle connection shall be provided to the nearest available street or pedestrian oriented use. Pedestrian connections need to meet Design Standards Manual for ADA accessibility in accordance with PROWAG and ADAAG.
>
> (…)

Response: Existing site grades do not allow for an ADA-compliant pedestrian connection between NE 275th Avenue and NE Woodburn Drive; therefore, a pedestrian connection is not planned with this project. If allowed, a non-ADA pedestrian and bicycle connection can be made. Refer to the Preliminary Plans included with this application package for additional information.

> d. Where critical areas are impacted, the standards and procedures for rights-of-way in the critical areas overlay zone shall be followed.

Response: There are no on-site critical areas; therefore, this standard does not apply.

> e. When the proposed development's average lot size is seven thousand four hundred square feet or less, one additional off- street parking space shall be required for every five units, notwithstanding the requirements of CMC Chapter 18.11. These spaces are intended to be located within a common tract.
>
> (…)

Response: The project's average residential lot size is less than 7,400 square feet; therefore, additional off-street parking is required. Thirty-two single-family residential lots are planned with this project; therefore, a total of six additional parking spaces are required for the site. Six additional parking spaces are planned with this project. Those parking spaces are distributed throughout the site in common tracts. Refer to the Preliminary Plans included with this application package for additional information.

12. **Street Design. When interior to a development, publicly owned streets shall be designed and installed to full width improvement as a means of insuring the public health, safety, and general welfare in accordance with the city comprehensive plans. Full width improvements shall include utility easements, sidewalks, bike lanes as necessary, and control of stormwater runoff, street lighting, and signage, in accordance with the Camas Design Standards Manual (CDSM).**

(…)

Response: Three new local access roads will be constructed with this project. NE 41st Avenue will be extended into the site and NE 40th Avenue and NE 275th Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road. Street signage and lighting, stormwater facilities, and public utilities are also included in the street design. Refer to the Preliminary Plans included with this application package for additional information.

13. **Sidewalks shall be constructed as specified in Camas Design Standard Manual. See CDSM Engineering Design Standards Table 1 and Table 2 for dimensions.**

(…)

Response: All planned public and private streets within the project area have been designed to meet City of Camas design standards and Table 17.19.040-1 and Table 17.19.040-2 of the CMC. Where sidewalks are planned, they have been designed to be constructed as specified in the Camas Design Standards Manual. Refer to the Preliminary Plans included with this application package for additional information.

C. **Utilities.**

(…)

2. **Sanitary sewers shall be provided to each lot at no cost to the city and designed in accordance the Camas Design Standards Manual (CDSM).**

(…)

Response: Sanitary sewer service for the site will be provided by new on-site sanitary sewer mains. There is an existing sanitary sewer main in NE Umatilla Street that will be extended northwest into the site within NE Woodburn Road right-of-way and connect with the proposed main that will be constructed in NE 275th Avenue. New sanitary sewer mains will also be constructed in NE 40th Avenue, NE 41st Avenue, Tract B, Tract C, and Tract D. Sanitary service laterals will be extended to each lot and all sanitary sewer improvements will be designed and constructed to City of Camas engineering standards

3. **Storm Drainage. The storm drainage collection system shall meet the requirements of the Camas Design Standards Manual (CDSM) and CMC 14.02 Stormwater Control.**

(…)

Response: The stormwater generated by the proposed site improvements will be collected on-site and conveyed to a stormwater facility for mechanical treatment and detention. The

stormwater facility will be privately owned and maintained by the HOA. The stormwater improvements are designed to follow the pre-developed drainage pattern, ultimately discharging at approved rates to an existing manhole within NE Woodburn Drive near the southeast corner of the site. All proposed stormwater improvements are designed per City of Camas standards and the Washington State ECY 2024 SWMMWW. Refer to the Preliminary Stormwater TIR and Preliminary Plans included with this application package for additional information.

4. Water System.

(…)

Response: Water service will be extended into the site from an existing water main in NE 41st Avenue. That water main will then be looped through the site and connect to an existing water main in NE Woodburn Drive. All lots will be provided with individual water meters and services, and all water improvements will be designed and constructed per City of Camas engineering standards. Refer to the Preliminary Plans included with this application package for additional information.

5. Clearing and Grading.

a. Clearing and grading that are a result of a land-use application shall be submitted with the land-use application and shall be a component of the civil construction application.

b. Clearing and grading permits that are not part of a land-use application shall be prepared in accordance with CMC 15.50 Clearing and Grading.

c. Quantities of fill and excavation are to be separately calculated and then added together, even if excavated material is used as fill in the same site.

d. Erosion prevention and sediment control plans and details are to be submitted as a component of the clearing and grading plans.

e. Clearing and grading that results in an acre or greater land-disturbing activities require a National Pollutant Discharge Elimination System (NPDES) Permit, which is issued by the Washington Department of Ecology, prior to start of any land-disturbing activities.

Response: A Preliminary Grading and Erosion Control Plan is included in the Preliminary Plans. Cut and fill quantities are also listed in the Preliminary Grading and Erosion Control Plans. More than one acre of grading will occur with this project; therefore, the Applicant is required to get a National Pollutant Discharge Elimination System (NPDES) Permit from ECY. All permits and approvals will be obtained prior to any land-disturbing activities occurring. Refer to the Preliminary Grading and Erosion Control Plans that are included in the Preliminary Plans for additional information.

Chapter 17.21 - Procedures for Public Improvements

(…)

17.21.030 - Land disturbing activities—Erosion prevention/ sediment control.

Any person, company, corporation, group, entity or jurisdiction proposing to commence any land-disturbing activity, shall be required to meet the following standards:

A. Install all erosion prevention/sediment control measures required by the approved erosion prevention/sediment control plan prior to commencement of work.

B. For all land-disturbing activities of an acre or more, furnish to the city an approved form of security in the amount of two hundred percent of the engineer's estimated cost of the erosion prevention/sediment control measures, including associated labor, shown on the approved erosion prevention/sediment control plan.

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

D. Implementation of erosion prevention/sediment control measures in addition to those measures approved on the erosion prevention/sediment control plan may be required to address weather-related problems and to assure compliance with local, state and federal requirements for water quality. Any proposed additional erosion prevention/sediment control measures must be approved by the city prior to use. The city shall have the right to issue a stop work order on all construction not related to erosion prevention/sediment control until such time as acceptable prevention and control measures are implemented.

Response: A Preliminary Grading and Erosion Control Plan is included in the Preliminary Plans. A detailed and site-specific Erosion Control Plan will be provided with final construction plans for sediment and pollution control. Refer to the Preliminary Plans included with this application package for additional information.

Title 18 Zoning

Chapter 18.09 - Density and Dimensions

(…)

18.09.040 - Density and dimensions— Single-family residential zones.

Table 1—Density and Dimensions for Single-family Residential Zones	
	R-6
A. Standard New Lots	
Maximum density (dwelling units/net acre)	7.2
Minimum density (dwelling units/net acre)	X
Average lot area (square feet) [4]	6,000
Minimum lot size (square feet)	4,800
Maximum lot size (square feet) [3]	9,000
Minimum lot width (feet)	60
Minimum lot depth (feet)	80
Maximum building lot coverage [5]	40%
Average building lot coverage [6]	N/A
Maximum building height (feet) [2]	35

Table Notes:

2. Maximum building height: three stories and a basement, not to exceed height listed.

3. For parcels with an existing dwelling, a one-time exception may be allowed to partition from the parent parcel a lot that exceeds the maximum lot size permitted in the underlying zone. Any further partitioning of the parent parcel or the oversized lot must comply with the lot size requirements of the underlying zone.
4. Average lot area is based on the square footage of all lots within the development or plat. The average lot size may vary from the stated standard by no more than five hundred square feet.
5. The maximum building lot coverage for single-story homes may be up to forty-five percent in R-6, R-7.5, and LD-NS zones, and forty percent in R-10 and R-12 zones. To qualify for increased lot coverage, a single-story home cannot include a basement or additional levels.
6. Average building lot coverage is based on the square footage of all lots within the development or plat with an LD-NS zoning designation. The average building lot coverage may increase to fifty-five for single-story development and/or lots below five thousand square feet.

Table 2—Building Setbacks for Single-Family Residential Zones[1]	
Lot Area	5,000 to 11,999 sq. ft.
Minimum front yard (feet)	20[2]
Minimum side yard (feet)	5
Minimum side yard flanking a street and corner lot rear yard (feet)	10
Minimum rear yard (feet)	25
Minimum lot frontage on a cul-de-sac or curve (feet)	30

Table Notes:

1. Setbacks may be reduced to be consistent with the lot sizes of the development in which it is located. Notwithstanding the setbacks requirements of this chapter, setbacks and/or building envelopes clearly established on an approved plat or development shall be applicable. In the LD-NS zone, cottage-style development setbacks are identified in the North Shore Design Manual.
2. The minimum front yard setback may be reduced by up to five (5) feet for the non-garage portions of a dwelling when any garage is set back the full minimum front yard distance required in the underlying zone. This allowance is intended to promote varied building facades and reduce the visual prominence of garages along the street.

Response: The subject site is within the R-6 zoning district. The gross area for the site is ±6.98 acres. 0.60 acres of open space area is planned with this project, and ±0.03 acres of the site is existing right-of-way SE 15TH Street; therefore, the net area of the site is ±6.35 acres. In the R-6 zoning district, the maximum allowable density is 7.2 units per net acre. The maximum allowable density for the project is 46 units (7.2 units/acre x 6.35 acres). This project will provide 32 detached single-family residential lots.

The minimum planned lot area is 5,400 square feet, the minimum planned lot width is 60 feet, and the minimum planned lot depth is 90 feet. The average lot area is ±5,937 square feet and all lots are designed to allow for a minimum 20-foot-deep front yard setback, minimum 5-foot-wide side yard setback, minimum 10-foot-wide street side setback, and minimum 25-foot-wide rear yard setback. The planned lots are large enough for homes to be constructed meeting the maximum building lot coverage of 40 percent and the maximum building height of 35 feet. Lot dimensions, setbacks, areas, and density statistics are depicted in the Preliminary Plans. Refer to the Preliminary Plans included with this application package for additional information.

Chapter 18.11 - Parking

(…)

18.11.030 Location.

Off-street facilities shall be located as hereafter specified. Such distance shall be the maximum walking distance measured from the nearest point of the parking facility to the nearest point of the building that such facility is required to serve:

A. For single-family or two-family dwelling and motels: on the same lot with the structure they are required to serve.

B. For multiple dwelling, rooming or lodging house: two hundred feet.

(…)

D. For uses other than those specified above: four hundred feet.

Response: All required parking spaces for the residential lots are located on the same lot as the residence. Refer to the Preliminary Plans included with this application package for additional information.

18.11.100 - Residential parking.

Residential off-street parking space shall consist of a parking strip, driveway, garage, or a combination thereof, and shall be located on the lot they are intended to serve.

Response: Off-street parking will be provided for each future single-family home and will consist of garage and driveway spaces. Six additional off-street parking spaces will be provided in two common parking areas to serve residential parking needs. Refer to the Preliminary Plans included with this application package for additional information.

18.11.130 - Standards.

The minimum number of off-street parking spaces for the listed uses shall be shown in Table 18.11-1, Off-Street Parking Standards. The city shall have the authority to request a parking study when deemed necessary.

Use	Required Number of Off-Street Parking Spaces
Residential	
Single-family dwelling, duplex, rowhouse	2 per unit
Studio apartment	1
Apartment 1 bedroom/ 2+ bedrooms	1.5/2
Housing for elderly (apartment/unassisted)	.33 per unit
Retirement dwellings	2 per unit
Residential care facility/assisted living	1 per 2 beds + 1 per day shift employee

(…)

Response: This project is for a 32-lot subdivision for the future construction of detached single-family homes. Two off-street parking spaces are required for each single-family dwelling unit. Each single-family lot will provide a minimum of two off-street parking spaces, with at least one driveway space and one garage space. Additionally, six off-street parking spaces are provided in common parking areas, meeting the requirements of CMC 17.19.040.B.10.e. Refer to the Preliminary Plans included with this application package for additional information.

Chapter 18.13 - Landscaping

(…)

18.13.020 - Scope.

A. Unless otherwise exempted, the standards of this chapter shall apply to any site to be developed. All applicable development activities shall be required to prepare a landscape plan and shall be required to meet the minimum tree density herein created.

B. The standards of this chapter shall apply to the following:

1. Commercial, industrial, governmental uses, and land divisions;
2. Redevelopment including change of use when Site Plan Review is applicable (refer to Chapter 18.18 Site Plan Review);
3. Parking lots with greater than four spaces;
4. Development that is subject to Design Review (refer to Chapter 18.19 Design Review);
5. Undeveloped property converting to an allowed use in the zone (e.g. infill lots); and
6. Conditional uses. The standards for landscaping will be the same as the landscaping standards in commercial zones if conditional use will occur in a residential zone.

(…)

Response: This project is for a Type III Subdivision for the creation of 32 detached single-family residential lots; therefore, the requirements of this chapter apply.

18.13.040 - Procedure for landscape, tree and vegetation plans.

A. Applicants shall submit a detailed Landscape, Tree and Vegetation Plan with building and site improvement plans. Included in the plans (at a minimum) shall be type, size, and location of plants and materials.

Response: A tree survey was completed by AKS and is included in the Preliminary Tree Preservation and Removal Plans. A Preliminary Landscape Plan is also included in the Preliminary Plans. Proposed plant type, size, and location are included in those plans. Refer to the Tree Report and Preliminary Plans included with this application package for additional information.

B. A tree survey must be included for any applicable development proposing to remove trees.

Response: A tree survey has been prepared by a certified arborist with AKS and is included with this application package.

18.13.045 - Tree survey.

A. The applicant must submit a tree survey that is prepared by a certified arborist or professional forester.

Response: A tree survey has been prepared by a certified arborist with AKS and is included with this application package

B. A tree survey must contain the following:

1. Inventory.

a. Map of the site, with tree locations numbered

b. Include all significant trees that will be impacted by the proposed development, which may include trees off-site if canopies overhang the subject property. Open space tracts to be set aside for conservation purposes do not need to be included in survey.

c. Provide the common and scientific name of inventoried trees.

Response: A tree inventory showing significant trees with location numbers has been completed by AKS and is shown on the Preliminary Tree Preservation and Removal Plans. Trees that will be protected and impacted with the project are identified on the plans. Refer to the Preliminary Plans included with this application package for additional information.

> 2. Assessment.
>
> a. Size. Measure and provide the diameter at breast height (DBH).
>
> b. Tree protection zone. (Refer to CMC 18.03.050 Environmental Definitions)
>
> c. Tree health. An overall assessment of the trees structural stability and failure potential based on specific structural features (e.g. decay, conks, co-dominate trunks, abnormal lean) and rated as good, fair or poor.
>
> d. Recommendation for preservation or removal. The recommendation will consider proposed grading, trenching, paving, fencing and other construction plans.
>
> e. If hazardous, then an evaluation of hazardous trees will include a numerical value of hazard based on the following: failure potential; size of part most likely to fail; and distance to target (e.g. new residence).

Response: A tree report and Preliminary Tree Preservation and Removal Plans have been completed by an arborist with AKS. The report and plans include the information noted above. Refer to Preliminary Plans included with this application package for additional information.

> 18.13.050 - Standards for landscape, tree and vegetation plans.
>
> (…)
>
> B. Landscaping and trees shall be selected and located to deter sound, filter air contaminants, curtail erosion, minimize stormwater run-off, contribute to living privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character.

Response: Street trees will be planted along all public streets within the subdivision. Landscaping will also be provided on the individual lots by the future homeowners, within the on-site open space tracts and as landscape buffers around the stormwater facility. Street trees, shrubs, and ground covers have been selected by a licensed landscape architect and have been selected to meet the standards of this section. Refer to the Preliminary Plans included with this application package for additional information.

> C. Landscape, Tree and Vegetation Plan must include a combination of trees, shrubs, and ground cover to achieve the purposes of this chapter.
>
> 1. Required landscaping shall be comprised of a minimum of sixty percent native vegetation (or adapted to northwest climate), or drought-tolerant vegetation, and fifty percent evergreen.
>
> 2. Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of two inches, be equivalent to a fifteen- gallon container size, and be adequately staked for planting.

3. Evergreen trees shall be a minimum of five feet in height, fully branched, and adequately staked for planting.

Response: All landscaping plants planned for use in this project are either native or adapted to the northwest climate. All plant materials will meet the requirements of this section. Refer to the Preliminary Plans included with this application package for additional information.

D. Street trees will be required as part of the frontage improvements. Species, size and spacing of the trees must be consistent with the Design Standards Manual. Unless otherwise specified, trees must generally be spaced thirty feet apart. Substitute varieties are subject to approval by the City of Camas.

Response: Street trees are planned along all public streets within the project. Trees are designed to be spaced a minimum of 30 feet on-center where feasible. Due to driveways and utilities, there are areas where street trees cannot be installed at 30 feet on-center; however, one street tree is provided per single-family residential lot. Refer to the Preliminary Plans included with this application package for additional information.

E. Proposed vegetation cannot be an invasive species as listed within the most current edition of the Clark County Noxious Weed List (e.g. English Ivy cultivars).

Response: None of the planned vegetation for the project is an invasive species. Refer to the Preliminary Plans included with this application package for additional information.

F. Shrubs shall be a minimum of five-gallon pot size. Upright shrubs shall have a minimum height at planting of eighteen inches. Spreading shrubs at planting shall have a minimum width of eighteen inches (smaller shrub sizes may be approved where it is more appropriate within a particular landscape plan).

Response: All planned plant materials and planting sizes are shown on the Preliminary Plans included in the application package. Planting size is selected to provide the best opportunity for plant survival and integration into the overall site. Refer to the Preliminary Plans included with this application package for additional information.

G. Ground Cover, defined as living material and not including bark chips or other mulch, shall be from containers of one gallon or larger. Plants shall be planted and spaced in a triangular pattern which will result in eighty percent cover in three years. Lawn cannot be the primary ground cover within required landscape buffers unless approved for stormwater conveyance. Grass species, if used as ground cover, shall be native or drought-tolerant, and appropriate for the use of the area.

Response: All planned plant materials and planting sizes are shown on the Preliminary Plans included in the application package. Planting size is selected to provide the best opportunity for plant survival and integration into the overall site. Refer to the Preliminary Plans included with this application package for additional information.

H. Appropriate measures shall be taken, e.g., installation of irrigation system, to assure landscaping success. If plantings fail to survive, it is the responsibility of the property owner to replace them.

Response: Landscaped areas will be irrigated with an automatic irrigation system or adequate manual irrigation systems. All irrigation in common landscaped areas will be installed with the landscaping at the time of neighborhood construction and maintained by the HOA.

All irrigation in planting strips adjacent to private lots will be installed with the home construction on that lot and be maintained by the property owner. All irrigation will be design-build by a landscape contractor.

I. Required trees, as they grow, shall be pruned in accordance with the International Society of Arboriculture. The pruned tree will provide at least ten feet of clearance above sidewalks and fourteen feet above street roadway surfaces.

Response: All trees will be pruned to the appropriate height per this section.

J. Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the city.

Response: No existing trees will be used as street trees; therefore, this standard does not apply.

K. Vision clearance hazards shall be prohibited.

Response: No vision clearance hazards will be created with the planned landscape. Vision clearance triangles are depicted on the Preliminary Plans included with this application package.

18.13.051 - Minimum tree density requirement.

A. Tree Density. A minimum tree density per net acre is required and must be incorporated within the overall landscape plan. The tree density may consist of existing trees, replacement trees or a combination of existing and replacement trees, pursuant to the priority established in Section 18.13.052.

18.13.051 Table 1: Required Tree Density		
Proposed Activity	Required Minimum Tree Density per Net Acre	Required Tree Replacement
New Development	20 Tree Units	20 Tree Units per acre
Residential	20 Tree Units	20 Tree Units per acre

B. Tree Density Calculation. Specific instructions on how to perform tree density calculations are provided in the Design Standards Manual. "Tree Unit" is a unit of measurement based upon the size of the diameter of the tree measured at the breast height ("dbh"). New trees are given a value of one (1) Tree Unit, as they must be a minimum of 2" dbh when planted. Tree Unit values are summarized in the following Table:

(…)

Response: The gross area for the site is ±6.98 acres. 0.60 acres of open space area is planned with this project, and ±0.03 acres of the site is existing right-of-way; therefore, the net area of the site is ±6.35 acres. Twenty tree units are required per net acre; therefore, 127 tree units are required (±6.35 acres x 20 trees units per acre). A total of 127 tree units are planned with this project. The total tree units includes 3 existing trees, totaling 11 tree units, and 116 proposed trees, totaling 116 tree units. Refer to the Preliminary Plans and Tree Report included with this application for additional information.

18.13.055 - Landscape buffering standards.

A. Landscape buffers shall be in compliance with the below referenced table:

Table 1—Landscape Buffers								
Abutting Zone ▶	Residential		Commercial		Business Park		Industrial	
Uses on Site ▼	Not Separated by a Street	Separated by a Street	Not Separated by a Street	Separated by a Street	Not Separated by a Street	Separated by a Street	Not Separated by a Street	Separated by a Street
Multifamily Residential	5' L1	5' L1	10' L3	10' L2	10' L2	10' L2	10' L2 w/F2 Fence	10' L3
Commercial	10' L3	5' L2	5' L1	5' L2	5' L2	5' L2	10' L3	10' L2
Industrial	10' L2 w/F2 Fence	10' L2	10' L3	L2	10' L3	5' L2	5' L2	5' L1

(…)

Response: The subject site is zoned for single-family residential development. All planned lots in the subdivision have been designed as single-family residential lots. Single-family residential development is not required to provide landscape buffers. Refer to the Preliminary Plans included with this application package for additional information.

18.13.060 - Parking areas.

A. Parking areas are to be landscaped at all perimeters.

Response: Two parking areas are planned with this project. One of the parking areas is planned in Tract A, and the other is planned in Tract F.

Per the City of Camas 2022 PROS Comprehensive Plan, a segment of the T-27 trail is required on-site. To accommodate the T-27 trail segment, an on-site trail is planned in Tract A. The trail will vary between 6 and 10 feet wide and will be paved. Three parking stalls are planned in Tract A. Each stall is 9 feet wide and 18 feet deep. Tract A is approximately 35 feet wide at its widest. The three parking stalls with curb are ±28 feet wide, and the trail with conveyance ditch on one side is ±7 feet wide. The total width of the trail with conveyance ditch and parking stalls is ±35 feet wide, leaving no room for screening on either side of the parking area. Landscaping will be provided on the north side of the parking area.

The parking area in Tract F will utilize the required 10-foot-wide L2 landscape buffer around the stormwater facility for screening. Refer to the Preliminary Plans included with this application package for additional information.

B. All parking areas shall provide interior landscaping for shade and visual relief.

Response: Each of the planned parking areas contains three parking spaces; therefore, no interior landscaping is proposed with this project. Trees are planned along the north side of the parking area in Tract A and around the perimeter of the stormwater facility in Tract D.

The parking area in Tract F will utilize the planned trees around the stormwater facility. The proposed trees are being installed to provide shade and visual relief for the parking areas. Refer to the Preliminary Plans included with this application package for additional information.

C. Parking lots shall include a minimum ratio of one tree per six parking spaces.

Response: Six total off-street parking spaces are planned in common area tracts. Each planned parking area only contains three parking spaces; therefore, no trees are required for the planned parking areas. However, trees are planned along the north side of the parking area in Tract A and along the perimeter of the stormwater facility in Tract D. The parking area in Tract F will utilize the planned trees around the stormwater facility. Four trees are planned for the six total parking spaces. Refer to the Preliminary Plans included with this application package for additional information.

D. Planter strips (medians) and tree wells shall be used within parking areas and around the perimeter to accommodate trees, shrubs and groundcover.

Response: Planter strips will be installed around the perimeter of the planned parking areas where feasible. Landscaping will be installed in the perimeter planter strips. No interior parking area landscaping is planned with this project. Refer to the Preliminary Plans included with this application package for additional information.

E. Planter areas for trees must provide a minimum of five hundred cubic feet of soil, and shall provide eight-foot by eight-foot minimum of clear planting space. For other vegetative buffer areas a minimum of a five foot clear width must be provided.

Response: Each of the planned parking areas contains three parking spaces; therefore, no trees are required for the planned parking areas. However, trees are planned along the north side of the parking area in Tract A and along the perimeter of the stormwater facility in Tract D. The parking area in Tract F will utilize the planned trees around the stormwater facility. Each planter area will provide a minimum 8-foot by 8-foot planting space for the proposed trees. Refer to the Preliminary Plans included with this application package for additional information.

F. Wheel stops should be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.

Response: Curbs are proposed adjacent to planting areas to prevent vehicles from overhanging and damaging the plant material. Refer to the Preliminary Plans included with this application package for additional information.

G. Curbed planting areas shall be provided at the end of each parking aisle to protect parked vehicles.

Response: Two parking areas are planned with this project. One of the parking areas is planned in Tract A, and the other is planned in Tract F.

Per the City of Camas 2022 PROS Comprehensive Plan, a segment of the T-27 trail is required on-site. To accommodate the T-27 trail segment, an on-site trail is planned in Tract A. The trail will vary between 6 and 10 feet wide and will be paved. Three parking stalls are planned in Tract A. Each stall is 9 feet wide and 18 feet deep. Tract A is

approximately 35 feet wide at its widest. The three parking stalls with curb are ±28 feet wide, and the trail with conveyance ditch on one side is ±7 feet wide. The total width of the trail with conveyance ditch and parking stalls is ±35 feet wide, leaving no room for screening on either side of the parking area; therefore, curbed planters cannot be provided at either end of the parking are in Tract A.

The parking area in Tract F will utilize the required 10-foot-wide L2 landscape buffer around the stormwater facility for screening. The north end of the parking area in Tract F will be curbed with a landscaped area, planter strip, and sidewalk abutting the end of the parking area. The south end of the parking area in Tract F will be curbed with a landscaped area abutting the parking area. Refer to the Preliminary Plans included with this application package for additional information.

H. No more than fifteen parking spaces shall be located in a row without a landscaped divider strip (See Figure 18.13.060-1).

Response: No more than three parking stalls are planned in a single row. Refer to the Preliminary Plans included with this application package for additional information.

Chapter 18.15 - Signs

Response: No signs are planned with this application. Any future sign will receive a sign permit prior to installation to ensure the sign meets the requirements of this chapter.

Chapter 18.17 - Supplemental Development Standards

(…)

18.17.030 - Corner lot vision clearance area.

Response: All corner lots will maintain a vision clearance area. No vehicle, fence, wall, landscaping, or other obstruction or planting will impede vision between a height of 42 inches and 10 feet above the sidewalk or 12 feet above the street. Refer to the Preliminary Plans included with this application package for additional information.

18.17.050 - Fences and walls.

Response: All future fences for the residential lots will not exceed 7 feet in height; therefore, permits will not be required for fences. Refer to the Preliminary Plans included with this application package for additional information.

18.17.060 - Retaining walls.

Response: Retaining walls are planned with this project. Wall location and planned height are depicted on the Preliminary Plans. No walls will be greater than six feet tall. Refer to the Preliminary Plans included with this application package for additional information.

IV. Conclusion

The Applicant is proposing a 32-lot single-family subdivision meeting the requirements of the City of Camas R-6 zoning district and other applicable portions of the City of Camas Municipal Code.

The submittal requirements have been met and the required findings made for all applicable approval criteria. These findings serve as the basis for the City to approve the application and are supported by

substantial evidence in the application materials. Therefore, the Applicant respectfully requests approval of the proposed project (Uhacz Subdivision).

8. Title Report

ALTA COMMITMENT FOR TITLE INSURANCE

issued by agent:

Fidelity National Title
COMPANY OF WASHINGTON, INC.

Commitment Number:

612900082

NOTICE

IMPORTANT - READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and the Commitment Conditions, Fidelity National Title Insurance Company, a Florida corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Amount of Insurance and the name of the Proposed Insured.

If all of the Schedule B, Part I-Requirements have not been met within one hundred eighty (180) days after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

Fidelity National Title Insurance Company

By:

Michael J. Nolan, President

Attest:

Marjorie Nemzura, Secretary

Countersigned By:

Phil Archer
Authorized Officer or Agent

This page is only a part of a 2021 ALTA® Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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AMERICAN LAND TITLE ASSOCIATION

FIDELITY NATIONAL TITLE COMPANY OF WASHINGTON, INC.

COMMITMENT NO. 612900082

Transaction Identification Data, for which the Company assumes no liability as set forth in Commitment Condition 5.e.:

ISSUING OFFICE:	FOR SETTLEMENT INQUIRIES, CONTACT:
Title Officer: Quincie Matera Fidelity National Title Company of Washington, Inc. 655 W. Columbia Way, Suite 200 Vancouver, WA 98660 Phone: 360-949-0676 Main Phone: (360)750-3686 Email: quincie.matera@fnf.com	Escrow Officer: Becky Smith Fidelity National Title Company of Washington, Inc. 655 W. Columbia Way, Suite 200 Vancouver, WA 98660 Phone: 360-258-2202 Fax: 877-675-5387 Main Phone: (360)750-3686 Email: Becky.Smith@fnf.com

Order Number: 612900082
Property Address: 27429 SE 15th Street, Camas, WA 98607

SCHEDULE A

1. Commitment Date: May 14, 2025 at 08:00 AM

2. Policy to be issued:

   (a) ALTA Owner's Policy 2021 w-WA Mod

Proposed Insured:	Romano Development, Inc., a Washington corporation	
Proposed Amount of Insurance:	$3,850,000.00	
The estate or interest to be insured:	Fee Simple	
Premium:	$	7,157.00
Tax:	$	629.82
Rate:	General Schedule Standard	
Total:	$	7,786.82

3. The estate or interest in the Land at the Commitment Date is:

   Fee Simple

4. The Title is, at the Commitment Date, vested in:

   Kit Dion Uhacz, as Successor Trustee under the G & J Uhacz Family Trust, dated May 8, 2002

5. The Land is described as follows:

   SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

END OF SCHEDULE A

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EXHIBIT "A"

Legal Description

For APN/Parcel ID(s): 178413000

That portion of the Southwest quarter of the Southwest quarter of Section 36, Township 2 North, Range 3 East of the Willamette Meridian in Clark County, Washington, described as follows:

BEGINNING at a point on the South line of said Section 36 which point is East 653.58 feet from the Southwest corner of said Section 36 and running thence North 0°38' East 1050.36 feet;
thence East 31.42 feet; thence North 0°38' East 269.64 feet to the North line of said Southwest quarter of the Southwest quarter;
thence East 635.0 feet to the East line of said Southwest quarter of the Southwest quarter;
thence South 0°38'West 1320.0 feet to the South line of said Section 36, thence West 666.42 feet to the point of beginning.

EXCEPT county roads.

ALSO EXCEPT the East 330 feet thereof.

ALSO EXCEPT the following described tract:

BEGINNING at a point on the North line of the Southwest quarter of the Southwest quarter of said Section 36 that is 330 feet West of the Northeast corner thereof; thence South along the West line of the East 330 feet of the Southwest quarter of said Section 36, a distance of 479 feet; thence West parallel with the North line of said subdivision 273 feet; thence North 479 feet to the North line of said subdivision; thence East 273 feet to the point of beginning.

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SCHEDULE B, PART I - Requirements

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.

2. Pay the agreed amount for the estate or interest to be insured.

3. Pay the premiums, fees, and charges for the Policy to the Company.

4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

5. Additional requirements and/or exceptions may be added as details of the transaction are disclosed to, or become known by the Company.

6. The application for title insurance was placed by reference to only a street address or tax identification number. The proposed Insured must confirm that the legal description in this report covers the parcel(s) of Land requested to be insured. If the legal description is incorrect, the proposed Insured must notify the Company and/or the settlement company in order to prevent errors and to be certain that the legal description for the intended parcel(s) of Land will appear on any documents to be recorded in connection with this transaction and on the policy of title insurance.

7. If documents for this transaction are to be signed using Remote Online Notary, we require the use of company approved RON providers which can be found here: <https://nationalagency.fnf.com/digitalclosinghub/RON-Technology-Providers>.

   The Notarial Certificate must state “This notarial act involved the use of communication technology.”

   We require a copy of the notarization video for our file documentation prior to closing. Additional underwriting requirements may need to be satisfied.

8. Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately for further review prior to closing.

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SCHEDULE B, PART I - Requirements
(continued)

9. The Company will require the following documents for review prior to the issuance of any title insurance predicated upon a conveyance or encumbrance by the corporation named below:

   Name of Corporation: Romano Development, Inc.

   a) A Copy of the corporation By-laws and Articles of Incorporation

   b) An original or certified copy of a resolution authorizing the transaction contemplated herein

   c) If the Articles and/or By-laws require approval by a 'parent' organization, a copy of the Articles and By-laws of the parent

   d) A current dated certificate of good standing from the proper governmental authority of the state in which the entity was created

   The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

END OF REQUIREMENTS

NOTES

The following matters will not be listed as Special Exceptions in Schedule B of the policy. There will be no coverage for loss arising by reason of the matters listed below because these matters are either excepted or excluded from coverage or are not matters covered under the insuring provisions of the policy.

Note A: Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.

Note B: Note: The policy requested in the application for insurance is ALTA Homeowner's Policy of Title Insurance for a One-to-Four Family Residence. Said policy is not available for this property. The ALTA Owner's Policy as identified in Schedule A hereof will be issued. Contact your title officer with any questions.

Note C: Note: The Company finds no matters against the name(s) of Romano Development, Inc. in the Public Records which would appear as exceptions in the policy.

Note D: Note: The Public Records indicate that the address of the improvement located on said Land is as follows:

27429 SE 15th Street
Camas, WA 98607

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SCHEDULE B, PART I - Requirements
(continued)

Note E: Note: There are NO conveyances affecting said Land recorded within 24 months of the date of this report.

Note F: Note: FOR INFORMATIONAL PURPOSES ONLY:

The following may be used as an abbreviated legal description on the documents to be recorded, per Amended RCW 65.04.045. Said abbreviated legal description is not a substitute for a complete legal description within the body of the document:

Tax Lot 36, Section 36, Township 2 North, Range 3 East
Tax Account No.: 178413000

Note G: Note: This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances or acreage shown thereon.

Note H: The recording fee (per document) is currently:

Deed	$303.50 plus $1.00 for each additional page
Deed of Trust	$304.50 plus $1.00 for each additional page

Note: When possible, the company will record electronically, and an additional $15.00 fee will apply.

Note: A multiple transaction document incurs an additional fee for each additional title.

Note: A document which fails to conform to certain formatting and page one requirements incurs an additional $50.00 fee.

RECORDING FEES ARE SUBJECT TO CHANGE WITHOUT NOTICE.

Please send all recording packages to:
Recording Department
655 W. Columbia Way, Suite 200
Vancouver, WA 98660

Please email all releases to:
ClarkWArecordings@fnf.com

END OF NOTES

END OF SCHEDULE B, PART I

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SCHEDULE B, PART II - Exceptions

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This Commitment and the Policy treat any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document will be excepted from coverage.

The Policy will not insure against loss or damage resulting from the terms and conditions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

GENERAL EXCEPTIONS

A. Rights or claims of parties in possession, or claiming possession, not shown by the Public Records.

B. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land.

C. Easements, prescriptive rights, rights-of-way, liens or encumbrances, or claims thereof, not shown by the Public Records.

D. Any lien, or right to a lien, for contributions to employee benefit funds, or for state workers' compensation, or for services, labor, or material heretofore or hereafter furnished, all as imposed by law, and not shown by the Public Records.

E. Taxes or special assessments which are not yet payable or which are not shown as existing liens by the Public Records.

F. Any lien for service, installation, connection, maintenance, tap, capacity, or construction or similar charges for sewer, water, electricity, natural gas or other utilities, or for garbage collection and disposal not shown by the Public Records.

G. Unpatented mining claims, and all rights relating thereto.

H. Reservations and exceptions in United States Patents or in Acts authorizing the issuance thereof.

I. Indian tribal codes or regulations, Indian treaty or aboriginal rights, including easements or equitable servitudes.

J. Water rights, claims or title to water.

K. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I—Requirements are met.

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SCHEDULE B, PART II - Exceptions
(continued)

SPECIAL EXCEPTIONS

1. Payment of the real estate excise tax, if required.

The Land is situated within the boundaries of local taxing authority of Clark County.

The rate of real estate excise tax for properties which are not formally classified and specially valued as timberland or agricultural land is:

State portion: 1.10% on any portion of the sales price of $525,000 or less;
1.28% on any portion of the sales price above $525,000, up to $1,525,000;
2.75% on any portion of the sales price above $1,525,000, up to $3,025,000;
3.00% on any portion of the sales price above $3,025,000;

The rate of excise for properties formally classified as timberland or agriculture land will be 1.28% for the State portion on the entire sales price.

Local portion: .50% on the entire sales price.

An additional $5.00 State Technology Fee must be included in all excise tax payments.

If the transaction is exempt, an additional $5.00 Affidavit Processing Fee is required.

Any conveyance document must be accompanied by the official Washington State Excise Tax Affidavit, which can be found online HERE <https://dor.wa.gov/get-form-or-publication/forms-subject/real-estate-excise-tax>. The applicable excise tax must be paid and the affidavit approved at the time of the recording of the conveyance documents. (NOTE: Real Estate Excise Tax Affidavits must be printed as legal size forms).

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SCHEDULE B, PART II - Exceptions
(continued)

2. General and special taxes and charges, payable February 15, delinquent if first half unpaid on May 1, second half delinquent if unpaid on November 1 of the tax year:

Year:	2025
Tax Account No.:	178413000
School District/Levy Code:	117017
Assessed Total:	$1,211,915.00
Millage Rate:	9.9575031624
Location Code:	0600

General and Special Taxes:

First Half Billed:	$6,078.96
Second Half Billed:	$6,078.79
Unpaid:	$0.00

Prior to close of escrow, please contact the Tax Collector's Office to confirm all amounts owing, including current fiscal year taxes, supplemental taxes, escaped assessments and any delinquencies.

3. Notice of possible (present or future) tap or connection charges levied, or to be levied, as set forth below:

Recording Date:	April 25, 1979
Recording No.:	7904250171
Affects:	the herein described Land and other land
Note:	

4. Easement(s) for the purpose(s) shown below and rights incidental thereto as set forth in a document:

In favor of:	PUBLIC UTILITY DISTRICT NO. 1 OF CLARK COUNTY, WASHINGTON
Purpose:	Transmission of electric energy, including communication facilities
Recording Date:	January 19, 1972
Recording No.:	G592934

5. Any unrecorded leaseholds, right of vendors and holders of security interests on personal property installed upon the Land and rights of tenants to remove trade fixtures at the expiration of the terms.

END OF SCHEDULE B, PART II

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COMMITMENT CONDITIONS

1. DEFINITIONS

a. "Discriminatory Covenant": Any covenant, condition, restriction, or limitation that is unenforceable under applicable law because it illegally discriminates against a class of individuals based on personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or other legally protected class.

b. "Knowledge" or "Known": Actual knowledge or actual notice, but not constructive notice imparted by the Public Records.

c. "Land": The land described in Item 5 of Schedule A and improvements located on that land that by State law constitute real property. The term "Land" does not include any property beyond that described in Schedule A, nor any right, title, interest, estate, or easement in any abutting street, road, avenue, alley, lane, right-of-way, body of water, or waterway, but does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.

d. "Mortgage": A mortgage, deed of trust, trust deed, security deed, or other real property security instrument, including one evidenced by electronic means authorized by law.

e. "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.

f. "Proposed Amount of Insurance": Each dollar amount specified in Schedule A as the Proposed Amount of Insurance of each Policy to be issued pursuant to this Commitment.

g. "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.

h. "Public Records": The recording or filing system established under State statutes in effect at the Commitment Date under which a document must be recorded or filed to impart constructive notice of matters relating to the Title to a purchaser for value without Knowledge. The term "Public Records" does not include any other recording or filing system, including any pertaining to environmental remediation or protection, planning, permitting, zoning, licensing, building, health, public safety, or national security matters.

i. "State": The state or commonwealth of the United States within whose exterior boundaries the Land is located. The term "State" also includes the District of Columbia, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, and Guam.

j. "Title": The estate or interest in the Land identified in Item 3 of Schedule A.

2. If all of the Schedule B, Part I-Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

a. the Notice;

b. the Commitment to Issue Policy;

c. the Commitment Conditions;

d. Schedule A;

e. Schedule B, Part I-Requirements; and

f. Schedule B, Part II-Exceptions; and

g. a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company is not liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

a. The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:

i. comply with the Schedule B, Part I-Requirements;

ii. eliminate, with the Company's written consent, any Schedule B, Part II-Exceptions; or

iii. acquire the Title or create the Mortgage covered by this Commitment.

b. The Company is not liable under Commitment Condition 5.a. if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.

c. The Company is only liable under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.

d. The Company's liability does not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Condition 5.a. or the Proposed Amount of Insurance.

This page is only a part of a 2021 ALTA® Commitment for Title Insurance issued by Fidelity National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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(continued)

e. The Company is not liable for the content of the Transaction Identification Data, if any.

f. The Company is not obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I-Requirements have been met to the satisfaction of the Company.

g. The Company's liability is further limited by the terms and provisions of the Policy to be issued to the Proposed Insured.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT; CHOICE OF LAW AND CHOICE OF FORUM

a. Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.

b. Any claim must be based in contract under the State law of the State where the Land is located and is restricted to the terms and provisions of this Commitment. Any litigation or other proceeding brought by the Proposed Insured against the Company must be filed only in a State or federal court having jurisdiction.

c. This Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.

d. The deletion or modification of any Schedule B, Part II-Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.

e. Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.

f. When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT IS ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for closing, settlement, escrow, or any other purpose.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. CLAIMS PROCEDURES

This Commitment incorporates by reference all Conditions for making a claim in the Policy to be issued to the Proposed Insured. Commitment Condition 9 does not modify the limitations of liability in Commitment Conditions 5 and 6.

10. CLASS ACTION

ALL CLAIMS AND DISPUTES ARISING OUT OF OR RELATING TO THIS COMMITMENT, INCLUDING ANY SERVICE OR OTHER MATTER IN CONNECTION WITH ISSUING THIS COMMITMENT, ANY BREACH OF A COMMITMENT PROVISION, OR ANY OTHER CLAIM OR DISPUTE ARISING OUT OF OR RELATING TO THE TRANSACTION GIVING RISE TO THIS COMMITMENT, MUST BE BROUGHT IN AN INDIVIDUAL CAPACITY. NO PARTY MAY SERVE AS PLAINTIFF, CLASS MEMBER, OR PARTICIPANT IN ANY CLASS OR REPRESENTATIVE PROCEEDING. ANY POLICY ISSUED PURSUANT TO THIS COMMITMENT WILL CONTAIN A CLASS ACTION CONDITION.

11. ARBITRATION - INTENTIONALLY DELETED

END OF CONDITIONS

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RECORDING REQUIREMENTS

Effective January 1, 1997, document format and content requirements have been imposed by Washington Law. Failure to comply with the following requirements may result in rejection of the document by the county recorder or imposition of a $50.00 surcharge.

First page or cover sheet:

3" top margin containing nothing except the return address.

1" side and bottom margins containing no markings or seals.

Title(s) of documents.

Recording no. of any assigned, released or referenced document(s).

Grantors names (and page no. where additional names can be found).

Grantees names (and page no. where additional names can be found).

Abbreviated legal description (Lot, Block, Plat Name or Section, Township, Range and Quarter, Quarter Section for unplatted). Said abbreviated legal description is not a substitute for a complete legal description which must also appear in the body of the document.

Assessor's tax parcel number(s).

Return address (in top 3" margin).

**A cover sheet can be attached containing the above format and data if the first page does not contain all required data.

Additional Pages:

1" top, side and bottom margins containing no markings or seals.

All Pages:

No stapled or taped attachments. Each attachment must be a separate page. All notary and other pressure seals must be smudged for visibility. Font size of 8 points or larger.

WIRE SAFE™ | Inquire before you wire!

WIRE FRAUD ALERT

This Notice is not intended to provide legal or professional advice.
If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. DO NOT use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the number of relevant parties to the transaction as soon as an escrow account is opened.** DO NOT send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do NOT reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:
http://www.fbi.gov

Internet Crime Complaint Center:
http://www.ic3.gov

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FIDELITY NATIONAL FINANCIAL
PRIVACY NOTICE

Effective January 1, 2025

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, "FNF," "our," or "we") respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

A limited number of FNF subsidiaries have their own privacy notices. If a subsidiary has its own privacy notice, the privacy notice will be available on the subsidiary's website and this Privacy Notice does not apply.

Collection of Personal Information

FNF may collect the following categories of Personal Information:

- contact information (*e.g.*, name, address, phone number, email address);
- demographic information (*e.g.*, date of birth, gender, marital status);
- identity information (*e.g.,* Social Security Number, driver's license, passport, or other government ID number);
- financial account information (*e.g.,* loan or bank account information);
- biometric data (e.g., fingerprints, retina or iris scans, voiceprints, or other unique biological characteristics; and
- other personal information necessary to provide products or services to you.

We may collect Personal Information about you from:

- information we receive from you or your agent;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

Collection of Browsing Information

FNF automatically collects the following types of Browsing Information when you access an FNF website, online service, or application (each an "FNF Website") from your Internet browser, computer, and/or device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

Like most websites, our servers automatically log each visitor to the FNF Website and may collect the Browsing Information described above. We use Browsing Information for system administration, troubleshooting, fraud investigation, and to improve our websites. Browsing Information generally does not reveal anything personal about you, though if you have created a user account for an FNF Website and are logged into that account, the FNF Website may be able to link certain browsing activity to your user account.

Other Online Specifics

Cookies. When you visit an FNF Website, a "cookie" may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive. Information gathered using cookies helps us improve your user experience. For example, a cookie can help the website load properly or can customize the display page based on your browser type and user preferences. You can choose whether or not to accept cookies by changing your Internet browser settings. Be aware that doing so may impair or limit some functionality of the FNF Website.

Web Beacons. We use web beacons to determine when and how many times a page has been viewed. This information is used to improve our websites.

Do Not Track. Currently our FNF Websites do not respond to "Do Not Track" features enabled through your browser.

Links to Other Sites. FNF Websites may contain links to unaffiliated third-party websites. FNF is not responsible for the privacy practices or content of those websites. We recommend that you read the privacy policy of every website you visit.

Use of Personal Information

FNF uses Personal Information for these main purposes:

- To provide products and services to you or in connection with a transaction involving you.
- To improve our products and services.
- To prevent and detect fraud;
- To maintain the security of our systems, tools, accounts, and applications;
- To verify and authenticate identities and credentials;
- To communicate with you about our, our affiliates', and others' products and services, jointly or independently.
- To provide reviews and testimonials about our services, with your consent.

When Information Is Disclosed

We may disclose your Personal Information and Browsing Information in the following circumstances:

- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to affiliated or nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;
- to affiliated or nonaffiliated third parties with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or
- in the good-faith belief that such disclosure is necessary to comply with legal process or applicable laws, or to protect the rights, property, or safety of FNF, its customers, or the public.

The law does not require your prior authorization and does not allow you to restrict the disclosures described above. Additionally, we may disclose your information to third parties for whom you have given us authorization or consent to make such disclosure. We do not otherwise share your Personal Information or Browsing Information with nonaffiliated third parties, except as required or permitted by law.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of bankruptcy, reorganization, insolvency, receivership, or an assignment for the benefit of creditors. By submitting Personal Information and/or Browsing Information to FNF, you expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings.

Security of Your Information

We maintain physical, electronic, and procedural safeguards to protect your Personal Information.

Choices With Your Information

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you.

State-Specific Consumer Privacy Information:

For additional information about your state-specific consumer privacy rights, to make a consumer privacy request, or to appeal a previous privacy request, please follow the link Privacy Request, or email privacy@fnf.com or call (888) 714-2710.

Certain state privacy laws require that FNF disclose the categories of third parties to which FNF may disclose the Personal Information and Browsing Information listed above. Those categories are:

- FNF affiliates and subsidiaries;
- Non-affiliated third parties, with your consent;
- Business in connection with the sale or other disposition of all or part of the FNF business and/or assets;

- Service providers;
- Law endorsement or authorities in connection with an investigation, or in response to a subpoena or court order.

For California Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties, except as permitted by California law. For additional information about your California privacy rights, please visit the "California Privacy" link on our website (fnf.com/california-privacy) or call (888) 413-1748.

For Nevada Residents: We are providing this notice pursuant to state law. You may be placed on our internal Do Not Call List by calling FNF Privacy at (888) 714-2710 or by contacting us via the information set forth at the end of this Privacy Notice. For further information concerning Nevada's telephone solicitation law, you may contact: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: aginquiries@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes. For additional information about your Oregon consumer privacy rights, or to make a consumer privacy request, or appeal a previous privacy request, please email privacy@fnf.com or call (888) 714-2710

FNF is the controller of the following businesses registered with the Secretary of State in Oregon:
Chicago Title Company of Oregon, Fidelity National Title Company of Oregon, Lawyers Title of Oregon, LoanCare, Ticor, Title Company of Oregon, Western Title & Escrow Company, Chicago Title Company, Chicago Title Insurance Company, Commonwealth Land Title Insurance Company, Fidelity National Title Insurance Company, Liberty Title & Escrow, Novare National Settlement Service, Ticor Title Company of California, Exos Valuations, Fidelity & Guaranty Life, Insurance Agency, Fidelity National Home Warranty Company, Fidelity National Management Services, Fidelity Residential Solutions, FNF Insurance Services, FNTG National Record Centers, IPEX, Mission Servicing Residential, National Residential Nominee Services, National Safe Harbor Exchanges, National Title Insurance of New York, NationalLink Valuations, NexAce Corp., ServiceLink Auction, ServiceLink Management Company, ServiceLink Services, ServiceLink Title Company of Oregon, ServiceLink Valuation Solutions, Western Title & Escrow Company

For Vermont Residents: We will not disclose information about your creditworthiness to our affiliates and will not disclose your personal information, financial information, credit report, or health information to nonaffiliated third parties to market to you, other than as permitted by Vermont law, unless you authorize us to make those disclosures.

Information From Children

The FNF Websites are not intended or designed to attract persons under the age of eighteen (18). We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States and choose to provide Personal Information or Browsing Information to us, please note that we may transfer that information outside of your country of residence. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection, transfer, and use of such information in accordance with this Privacy Notice.

FNF Website Services for Mortgage Loans

Certain FNF companies provide services to mortgage loan servicers, including hosting websites that collect customer information on behalf of mortgage loan servicers (the "Service Websites"). The Service Websites may contain links to both this Privacy Notice and the mortgage loan servicer or lender's privacy notice. The sections of this Privacy Notice titled When Information is Disclosed, Choices with Your Information, and Accessing and Correcting Information do not apply to the Service Websites. The mortgage loan servicer or lender's privacy notice governs use, disclosure, and access to your Personal Information. FNF does not share Personal Information collected through the Service Websites, except as required or authorized by contract with the mortgage loan servicer or lender, or as required by law or in the good-faith belief that such disclosure is necessary: to comply with a legal process or applicable law, to enforce this Privacy Notice, or to protect the rights, property, or safety of FNF or the public.

Your Consent To This Privacy Notice; Notice Changes

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The Privacy Notice's effective date will show the last date changes were made. If you provide information to us following any change of the Privacy Notice, that signifies your assent to and acceptance of the changes to the Privacy Notice.

Accessing and Correcting Information; Contact Us

If you have questions or would like to correct your Personal Information, visit FNF's Privacy Request website or contact us by phone at (888) 714-2710, by email at privacy@fnf.com, or by mail to:

Fidelity National Financial, Inc.
601 Riverside Avenue,
Jacksonville, Florida 32204
Attn: Chief Privacy Officer

11. Mailing Labels

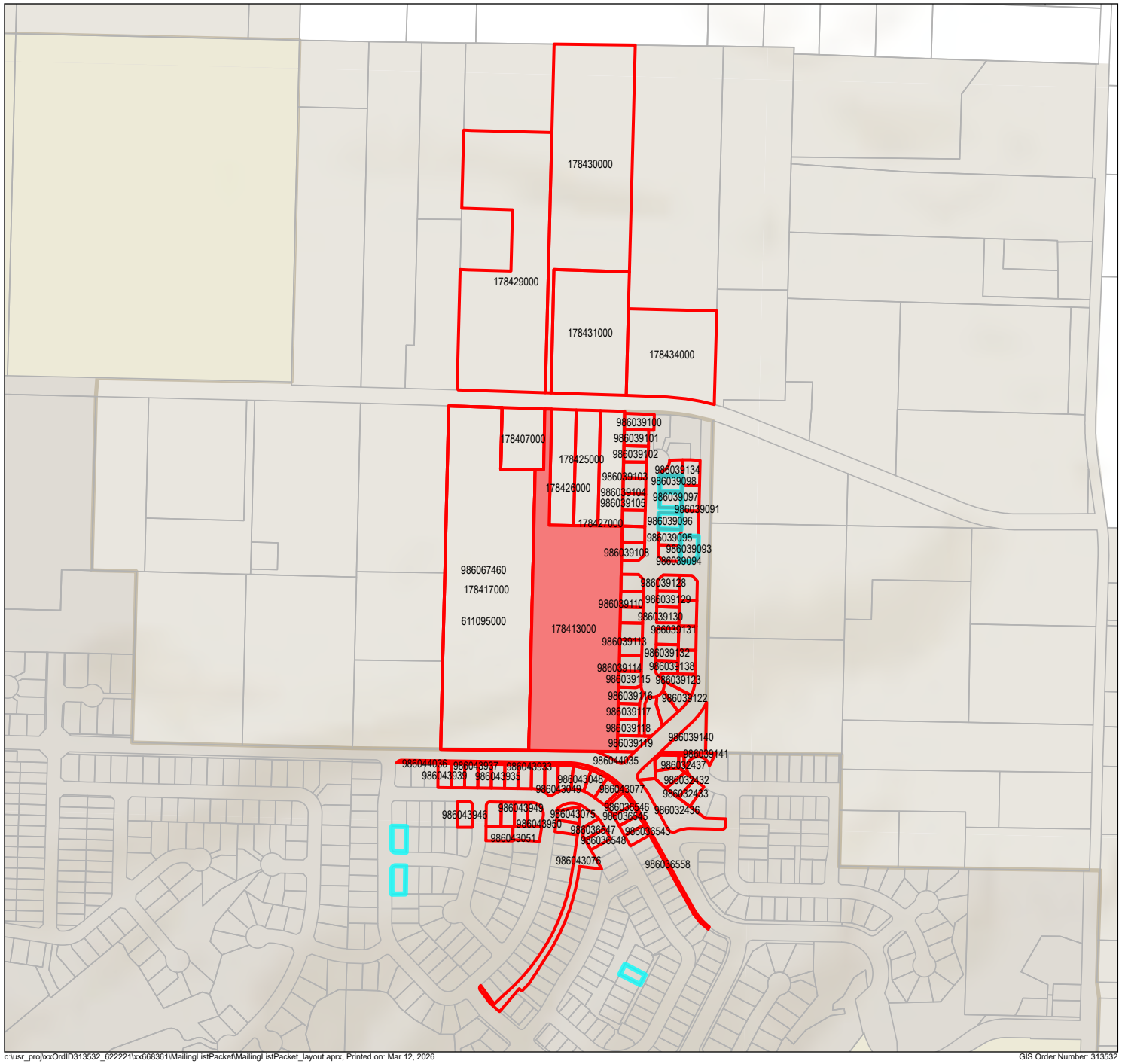
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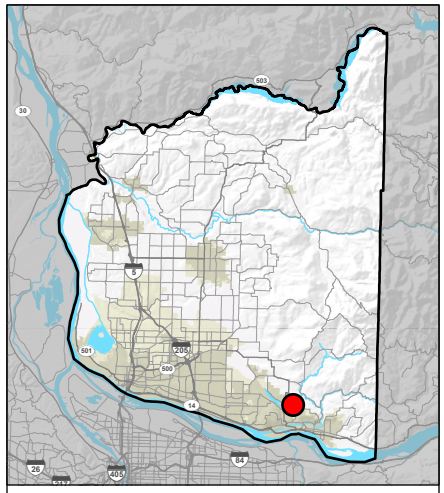
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986039140			WA	0
986039141			WA	0
986043046	3718 NE SITKA DR	CAMAS	WA	98607
986043047	3720 NE SITKA DR	CAMAS	WA	98607
986043048	3722 NE SITKA DR	CAMAS	WA	98607
986043049	3724 NE SITKA DR	CAMAS	WA	98607
986043050	3726 NE SITKA DR	CAMAS	WA	98607
986043051	3637 NE PIONEER ST	CAMAS	WA	98607
986043074	3634 NE PIONEER ST	CAMAS	WA	98607
986043075	3632 NE PIONEER ST	CAMAS	WA	98607
986043076	1800 NE TANOAK DR	CAMAS	WA	98607
986043077			WA	0
986043932	1815 NE 37TH AVE	CAMAS	WA	98607
986043933	1813 NE 37TH AVE	CAMAS	WA	98607
986043934	1811 NE 37TH AVE	CAMAS	WA	98607
986043935	1809 NE 37TH AVE	CAMAS	WA	98607
986043936	1727 NE 37TH AVE	CAMAS	WA	98607
986043937	1723 NE 37TH AVE	CAMAS	WA	98607
986043938	1719 NE 37TH AVE	CAMAS	WA	98607
986043939	1715 NE 37TH AVE	CAMAS	WA	98607
986043946	1722 NE 37TH AVE	CAMAS	WA	98607
986043947	1810 NE 37TH AVE	CAMAS	WA	98607

PID	Situs Address			
986043948	1812 NE 37TH AVE	CAMAS	WA	98607
986043949	1814 NE 37TH AVE	CAMAS	WA	98607
986043950	1816 NE 37TH AVE	CAMAS	WA	98607
986043956	3652 NE QUINCE WAY	CAMAS	WA	98607
986044035			WA	0
986044036	1700 NE WOODBURN DR	CAMAS	WA	98607
986067460	1705 SE 273RD AVE UNIT A	CAMAS	WA	98607

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Number of Records 97
Number of Pages 3
Date Created 3/12/2026
Employee
Employee Name Jesse Manley





PID(s): 178413000,
300-Foot Buffer

KEY

- Subject Property
- Buffer Selection
- Parcels

CLARK COUNTY, WASHINGTON

N

NOTE: *Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.*

0 270 540 810 Feet

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GIS Order Number: 313532

TRAINOR LANCE
27405 SE 15TH ST
CAMAS, WA 98607

UHACZ GERALD A & UHACZ JANICE TRUSTEE
1918 SE 283RD AVE
CAMAS, WA 98607

ADAMS JAMES & ADAMS CAROL TRUSTEES
1705 SE 273RD AVE
CAMAS, WA 98607

XIAN XIAODONG & WU QINDI
2234 JACKSON ST
FREMONT, CA 94539

HERRON JEFFERY & DEL PILAR HERRON MARIA
27417 SE 15TH ST
CAMAS, WA 98607

RAMIREZ SHAWN & RAMIREZ SILBA
975 W BAMBOO CT
WASHOUGAL, WA 98671

B&S WEBSTER HOLDINGS LLC
1109 SE 247TH CT
CAMAS, WA 98607

PERSONS ROBERT & PERSONS MARY
27414 SE 15TH ST
CAMAS, WA 98607

HOLDAWAY SONIA & HOLDAWAY TIMOTHY
27510 SE 15TH ST
CAMAS, WA 98607

ESWARAPPA HARSHA R & ESWARAPPA ALINE ADELAIDE
27602 SE 15TH ST
CAMAS, WA 98687

ADAMS KELLY
1705 SE 273RD AVE
CAMAS, WA 98607

CANTU JOHN P & CANTU BEATRIZ
2116 NE 38TH CIR
VANCOUVER, WA 98607

BASSE DANIEL & BASSE HEATHER
2124 NE 38TH CR
CAMAS, WA 98607

ADAMS COBY D JR & ADAMS SHANNON S
2132 NE 38TH CIR
CAMAS, WA 98607

LI WENLI & QIAO GUIBIN
3334 CORNISH CT
FREMONT, CA 94536

HILLS AT ROUND LAKE HOA
11807 NE 99TH ST SUITE #1170
VANCOUVER, WA 98682

LENNAR NORTHWEST INC
11807 NE 99TH ST STE 1170
VANCOUVER, WA 98682

WILKINSON TROY P & WILKINSON MICHAELA L
3710 NE SITKA DR
CAMAS, WA 98607

CHOPRA YOGESH K & TANDON RUCHI
3288 KLOETZEL LANE
SAN JOSE, CA 95148

STROH JUSTIN R & PETERSON BRITTANY P
3714 NE SITKA DR
CAMAS, WA 98607

WEAKLEY TODD & WEAKLEY DONG MEI
2004 NW 42ND AVE
CAMAS, WA 98607

DECCAN INVESTMENTS LLC
5393 NW 134TH AVE
PORTLAND, OR 97229

CHOATE MICHAEL J & CHOATE ALINA
6076 NW OLYMPIC ST
CAMAS, WA 98607

HILLS AT ROUND LAKE HOA
PO BOX 87970
VANCOUVER, WA 98687

HROZA TIMOTHY ALAN TRUSTEE
4214 NE TACOMA CT
CAMAS, WA 98607

GOODMAN JEREMY & GOODMAN TARYN
18904 NE 35TH CT
RIDGEFIELD, WA 98642

KHANGURA JASPREET K & GOURDE CHARLES J TRUSTEES
4116 NE TACOMA CT
CAMAS, WA 98607

BADER AMY N TRUSTEE
2035 NE 41ST AVE
CAMAS, WA 98607

SONG DAVID & SONG HYUNJUNG
4106 NE TACOMA CT
CAMAS, WA 98607

UDLAND AARON RICHARD & UDLAND SHANNON MICHELLE
4112 NE TACOMA CT
CAMAS, WA 98607

LIU HUIYING & JIN LIANG TRUSTEES
2925 NW 127TH AVE
PORTLAND, OR 97229

ANDERSON JEFFREY A & ANDERSON VIVIEN J
4231 NE TACOMA CT
CAMAS, WA 98607

HO YUI-LUEN JEREMY & HO SHUANG LI
4215 NE TACOMA CT
CAMAS, WA 98607

VIZIREANU GABRIEL L & VIZIREANU CLAUDIA V
13848 SE MOUNTAIN CREST DR
HAPPY VALLEY, OR 97086

VENKATARAMANAN KEERTHI PRASAD & GOVINDARAJAN DHARINI
4031 NE TACOMA CT
CAMAS, WA 98607

VERNON ROGER DEAN & VERNON MAREN EMILIA TRUSTEES
4007 NE TACOMA CT
CAMAS, WA 98607

ROCHA DAVID ALEJANDRO & ROCHA BETHANY KATHLEEN
3937 NE TACOMA COURT
CAMAS, WA 98607

SIBILLA ANDREW & SIBILLA LESLIE
3913 NE TACOMA CT
CAMAS, WA 98607

GROSSMAN JOSHUA M & GROSSMAN ASHLEY M TRUSTEES
3918 NE TACOMA CT
CAMAS, WA 98607

GUPTA ASHISH & GUPTA NITIKA
1105 SW RIVINGTON DR
PORTLAND, OR 97201

DOWNING AARON & DOWNING ALYSSA
4130 NE TACOMA CT
CAMAS, WA 98607

CHAPPELL ALENA
4227 NE TACOMA COURT
CAMAS, WA 98607

STADDON PETER
4207 NE TACOMA CT
CAMAS, WA 98607

STUPAK MICHAEL & STUPAK ALICIA
4113 NE TACOMA COURT
CAMAS, WA 98607

PAULL ALEXANDRA CARLY & PAULL CARSON ELLIS
4023 NE TACOMA CT
CAMAS, WA 98607

DAVIDSON THOMAS E & REILLY ANGIE
3953 NE TACOMA CT
CAMAS, WA 98607

STENSTADVOLD MARK J & STENSTADVOLD KATHLEEN G
3929 NE TACOMA CT
CAMAS, WA 98607

MATELAU ASAELI JUNIOR & MARTINEZ LIOVIGILDA
3905 NE TACOMA CT
CAMAS, WA 98607

SIKORSKY ANDREW & SIKORSKY BRITTANY
3924 NE TACOMA CT
CAMAS, WA 98607

PETERS KEVIN W TRUSTEE
4010 NE TACOMA CT
CAMAS, WA 98607

HPA JV BORROWER 2019-1 ML LLC
120 S RIVERSIDE PLZ STE 2000
CHICAGO, IL 60606

LI HONGWEI & LU MOU
2640 NW 28TH CIR
CAMAS, WA 98607

ACOSTA RONALD & ALBANO MARY
4129 NE TACOMA COURT
CAMAS, WA 98607

PRICE JACK R & PRICE PATRICIA K
4105 NE TACOMA CT
CAMAS, WA 98607

NGUYEN BAO-QUYEN & PHAM VU
4015 NE TACOMA CT
CAMAS, WA 98607

POULTON LYNETTE
3945 NE TACOMA CT
CAMAS, WA 98607

YUGANG CUI & JUAN LI TRUSTEES
2105 PRINCETON ST
PALO ALTO, CA 94306

HILL JASON & HILL TIFFANY
3912 NE TACOMA CT
CAMAS, WA 98607

DYE CHRISTOPHER & DYE MINDETT TRUSTEES
3932 NE TACOMA CT
CAMAS, WA 98607

OSTBY BRITTANY STARR & OSTBY TYLER
4012 NE TACOMA COURT
CAMAS, WA 98607

MCENTIRE NICHOLAS & MCENTIRE KRYSTLE
2050 NE 41ST AVE
CAMAS, WA 98607

NAZEMNOVA TATIANA & GONZALEZ ANTHONY
2425 NW LARKSPUR CT
CAMAS, WA 98607

WANG YINGPENG & IMKO GENEVIEVE
4020 NE TACOMA CT
CAMAS, WA 98607

STANLEY RICHARD M & STANLEY KIMBERLY J
4014 NE TACOMA COURT
CAMAS, WA 98607

GORDON ROBERT & GORDON ANNA
4008 NE TACOMA CT
CAMAS, WA 98607

FREDERICKSON RUSSELL B & FREDERICKSON JENNY E
3944 NE TACOMA CT
CAMAS, WA 98607

HILLS AT ROUND LAKE HOA
17933 NW EVERGREEN PKWY STE 200
BEAVERTON, OR 97006

HILLS AT ROUND LAKE HOA
17933 NW EVERGREEN PKWY STE 200
BEAVERTON, OR 97006

HILLS AT ROUND LAKE HOA
17933 NW EVERGREEN PKWY STE 200
BEAVERTON, OR 97006

HILLS AT ROUND LAKE HOA
17933 NW EVERGREEN PKWY STE 200
BEAVERTON, OR 97006

RINGWALA SNEH & OMOTO KIM
3718 NE SITKA DR
CAMAS, WA 98607

SASAKI CARL H & SASAKI ELAINE M
3508 NW LOGAN CT
CAMAS, WA 98607

PESTES GEOFFREY & PESTES JESSICA
3722 NE SITKA DR
CAMAS, WA 98607

WASHBURN SHEENA C & WASHBURN JONATHAN D
3724 NE SITKA DR
CAMAS, WA 98607

SHANNON ROBERT & SHANNON COURTNEY
3726 NE SITKA DR
CAMAS, WA 98607

NADARAJAH KRISHNA REKHA P & SUBRAMANIAM CHANDRAN
3637 NE PIONEER ST
CAMAS, WA 98607

LAUER BRYAN & LAUER SARA
3634 NE PIONEER ST
CAMAS, WA 98607

CHENG SUSANNA & CHAU YAT LUNG
4873 CORNFLOWER ST
SAN RAMON, CA 94582

HILLS AT ROUND LAKE HOA
PO BOX 87970
VANCOUVER, WA 98687

HILLS AT ROUND LAKE HOA
PO BOX 87970
VANCOUVER, WA 98687

CHOU MEI YIN
15411 NE 119TH ST
BRUSH PRAIRIE, WA 98606

WONG GRANTLEY W
1813 NE 37TH AVE
CAMAS, WA 98607

ALWARD ALINA & ALWARD JORDAN
1811 NE 37TH AVE
CAMAS, WA 98607

SID HENRY JORGE & LEE VIVIAN PO YEE
6425 83RD ST
MIDDLE VILLAGE, NY 11378

CIOT DIANA
PO BOX 1143
CAMAS, WA 98607

CIOT DIANA
PO BOX 1143
CAMAS , WA 98607

LUNDH HENRIK A JR
1719 NE 37TH AVE
CAMAS, WA 98607

WHITE MATTHEW M & WHITE CHRISTINE R
1715 NE 37TH AVE
CAMAS, WA 98607

CIOT DIANA
PO BOX 1143
CAMAS , WA 98607

QIU HUATAN & SU YINGMEI
10700 SE BEAVERTON HILLSDALE HWY #200-3
BEAVERTON, OR 97005

PENIKIS GUNAR & GARSZTKA ANNE
909 NW FREMONT ST
CAMAS, WA 98607

TAO FENG & YAN BING
1814 NE 37TH AVE
CAMAS, WA 98607

LI MEI TRUSTEE
1816 NE 37TH AVE
CAMAS, WA 98607

KONSTANTARAS SUSAN &
KONSTANTARAS EMANUEL
3652 NE QUINCE WAY
CAMAS, WA 98607

THE HILLS AT ROUND LAKE LLC
PO BOX 61426
VANCOUVER, WA 98666

THE HILLS AT ROUND LAKE LLC
PO BOX 61426
VANCOUVER, WA 98666

ADAMS JAMES & ADAMS CAROL
1705 SE 273RD AVE
CAMAS, WA 98607

Occupant PID 178407000
27405 SE 15TH ST
CAMAS, WA 98607

Occupant PID 178413000
27429 SE 15TH ST
CAMAS, WA 98607

Occupant PID 178417000
1705 SE 273RD AVE
CAMAS, WA 98607

Occupant PID 178425000
27503 SE 15TH ST
CAMAS, WA 98607

Occupant PID 178426000
27417 SE 15TH ST
CAMAS, WA 98607

Occupant PID 178427000
27509 SE 15TH ST
CAMAS, WA 98607

Occupant PID 178430000
27414 SE 15TH ST
CAMAS, WA 98607

Occupant PID 178431000
27510 SE 15TH ST
CAMAS, WA 98607

Occupant PID 178434000
27602 SE 15TH ST
CAMAS, WA 98607

Occupant PID 611095000
27307 SE 15TH ST
CAMAS, WA 98607

Occupant PID 986032430
2116 NE 38TH CIR
CAMAS, WA 98607

Occupant PID 986032431
2124 NE 38TH CIR
CAMAS, WA 98607

Occupant PID 986032432
2132 NE 38TH CIR
CAMAS, WA 98607

Occupant PID 986032433
2144 NE 38TH CIR
CAMAS, WA 98607

Occupant PID 986036543
3710 NE SITKA DR
CAMAS, WA 98607

Occupant PID 986036544
3712 NE SITKA DR
CAMAS, WA 98607

Occupant PID 986036545
3714 NE SITKA DR
CAMAS, WA 98607

Occupant PID 986036546
3716 NE SITKA DR
CAMAS, WA 98607

Occupant PID 986036547
3715 NE SITKA DR
CAMAS, WA 98607

Occupant PID 986036548
3713 NE SITKA DR
CAMAS, WA 98607

Occupant PID 986039090
4214 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039091
4122 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039092
4116 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039093
2035 NE 41ST AVE
CAMAS, WA 98607

Occupant PID 986039094
4106 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039095
4112 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039096
4114 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039097
4130 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039098
4210 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039100
4231 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039101
4227 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039102
4223 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039103
4215 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039104
4207 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039105
4129 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039106
4121 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039107
4113 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039108
4105 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039109
4031 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039110
4023 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039111
4015 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039112
4007 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039113
3953 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039114
3945 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039115
3937 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039116
3929 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039117
3921 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039118
3913 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039119
3905 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039120
3912 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039121
3918 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039122
3924 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039123
3932 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039124
3936 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039125
4010 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039126
4012 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039127
2050 NE 41ST AVE
CAMAS, WA 98607

Occupant PID 986039128
4030 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039129
4020 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039130
4014 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039131
4008 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986039132
3944 NE TACOMA CT
CAMAS, WA 98607

Occupant PID 986043046
3718 NE SITKA DR
CAMAS, WA 98607

Occupant PID 986043047
3720 NE SITKA DR
CAMAS, WA 98607

Occupant PID 986043048
3722 NE SITKA DR
CAMAS, WA 98607

Occupant PID 986043049
3724 NE SITKA DR
CAMAS, WA 98607

Occupant PID 986043050
3726 NE SITKA DR
CAMAS, WA 98607

Occupant PID 986043051
3637 NE PIONEER ST
CAMAS, WA 98607

Occupant PID 986043074
3634 NE PIONEER ST
CAMAS, WA 98607

Occupant PID 986043075
3632 NE PIONEER ST
CAMAS, WA 98607

Occupant PID 986043076
1800 NE TANOAK DR
CAMAS, WA 98607

Occupant PID 986043932
1815 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043933
1813 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043934
1811 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043935
1809 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043936
1727 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043937
1723 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043938
1719 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043939
1715 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043946
1722 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043947
1810 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043948
1812 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043949
1814 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043950
1816 NE 37TH AVE
CAMAS, WA 98607

Occupant PID 986043956
3652 NE QUINCE WAY
CAMAS, WA 98607

Occupant PID 986044036
1700 NE WOODBURN DR
CAMAS, WA 98607

Occupant PID 986067460
1705 SE 273RD AVE UNIT A
CAMAS, WA 98607

1. Pre-Application Conference Report

PRE-APPLICATION MEETING NOTES
PA25-1088

Meeting held via Zoom: Wednesday, January 28, 2026, at 2:00 p.m.
Notes issued via email on February 11, 2026

Applicant:	AKS Engineering & Forestry LLC Attn: Michael Andreotti
City of Camas:	Robert Maul, Planning Manager Madeline Coulter, Planner Anita Ashton, Engineering Jeff Noga, Building Randy Miller, Fire Marshal
Location:	27429 SE 15TH ST Parcel Number: 178413000
Zoning:	Single-Family Residential (R-6)
Description:	To subdivide a 6.84-acre lot into single-family lots.

NOTICE: Notwithstanding any representation by City staff at a pre-application conference, staff is not authorized to waive any requirement of the City Code. Any omission or failure by staff to recite all relevant applicable code requirements to an applicant shall not constitute a waiver of any standard or requirement by the City. [CMC 18.55.060(C)]. This pre-application conference shall be valid for a period of 180 days from the date of the meeting. If an application is not filed within 180 days of the conference or meeting, the applicant must schedule and attend another conference before the city will accept a permit application. [CMC 18.55.060 (D)] Any changes to the code or other applicable laws, which take effect between the pre-application conference and submittal of an application shall be applicable. [CMC 18.55.060 (D)] A link to the Camas Municipal Code (CMC) can be found on the City of Camas website, http://www.cityofcamas.us/ on the main page under "Business and Development".

PLANNING DIVISION **Madeline Coulter | (360)817-1568 |mcoulter@cityofcamas.us**

Applicable codes for development include Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, of the Camas Municipal Code (CMC), which can be found on the city website. Please note it remains the **applicant's responsibility** to review the CMC and address all applicable provisions. The following pre-application notes are based on application materials and site plan submitted to the City on December 22, 2026.

PLEASE NOTE: Land use applications are now required to be submitted and paid on-line at www.cityofcamas.us/com-dev. When you apply online, be sure to select SUBDIVISION as the main application plan type. If you are unsure, contact the Planning Department for assistance.

Application Requirements
Your proposal will need to comply with the general application requirements per **CMC Section 18.55.110** as follows:

1. A completed city application form and required fee(s), which are addressed at on-line submittal;

2. A complete list of the permit approval sought by the applicant;
3. A current (within thirty days prior to application) mailing list and mailing labels of owners of real property within three hundred feet of the subject parcel, certified as based on the records of the Clark County assessor;
4. A complete and detailed narrative description that describes the proposed development, existing site conditions, existing buildings, public facilities and services, and other natural features. The **narrative shall also explain how the criteria are or can be met**, and address any other information indicated by staff at the pre-application conference as being required;
5. Necessary drawings- All documents and reports shall be provided with the on-line application submittal;
6. Copy of the preapplication meeting notes; and
7. A development sign must be posted on site per CMC Section 18.55.110.H(1-5).

Preliminary Subdivision Plat

A preliminary plat is a Type III permit process where the final decision is rendered by the Hearings Examiner. In addition to the general application requirements listed above, the **specific application requirements for a preliminary subdivision plat in CMC 17.11.030.B** will also need to be complied with and submitted. A narrative addressing the criteria in **CMC 17.11.030.C** shall also be included with the application submittal. The density and dimensional standards are in CMC 18.09.040 Table 1 and 2.

Landscaping Regulations and Tree Retention

Landscaping standards shall apply to all new land divisions per CMC 18.13.020.B.1. A Landscape, Tree and Vegetation plan must be submitted pursuant to CMC 18.13.040.A. A Tree Survey is required per CMC 18.13.040.B and must be prepared by a certified arborist or professional forester pursuant to the requirements outlined in CMC 18.13.045. A minimum 20-unit tree density per net acre is required and needs to be incorporated in the overall landscape plan per CMC 18.13.051.A.

Critical Areas

Clark County GIS mapping identifies geological hazardous areas (i.e. steep slopes) within or near by the subject property. As such, a geotechnical report addressing CMC 16.59 is required.

SEPA

The proposed development is not categorically exempt from the requirements of the State Environmental Policy Act (SEPA) per CMC Section 16.07.020.A. The current SEPA environmental checklist is on the website.

Archaeological Review

The site is located in an area of high probability for the presence of archaeological objects and therefore an archaeological predetermination is required per CMC Section 16.31.070.A. Submit proof of mailing or emailing the tribes per CMC 16.31.160.

ENGINEERING DIVISION **ANITA ASHTON | (360) 817-7231 | aashton@cityofcamas.us**

General Requirements:

1. Final engineering site improvement plans shall be prepared in accordance with the Camas Design Standards Manual (CDSM) and CMC 17.19.040, by a licensed Civil Engineer in Washington State.
2. ***Civil construction plans are not to be submitted until after Planning issues the land-use decision.***
3. ***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 under the 'Civil Construction Application'.***

4. CDev Engineering Dept. is responsible for plan review (PR) and construction inspection (CI) of the civil site improvements.
5. A 3% PR&CI fee is collected by engineering for all infrastructure improvements.
    a. A stamped preliminary engineer's estimate shall be submitted to the CDEV Engineering Dept. with submittal of plans for first review.
    b. Payment of the 1% plan review (PR) fee shall be due prior to the start of the first review.
    c. 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.
    d. Under no circumstances will the applicant be allowed to begin construction prior to engineering plan approval.
6. *Per CMC 17.21.060.H Except for one sales office or one model home, building applications will not be accepted until after Final Acceptance has been issued for all infrastructure improvements.*
7. *Final acceptance is issued by the Community Development Engineering Dept.*
8. Existing wells and septic tanks and septic drain fields shall be decommissioned in accordance with State and County guidelines per CMC 17.19.020 (A3).
9. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting, and traffic control markings for the proposed development.
10. Work within the city right-of-way (ROW) will require submittal an encroachment permit and an approved traffic control plan (TCP), prior to the start of any work.
11. Regulations for installation of public improvements, improvement agreements, bonding, final platting, and final acceptance can be found at CMC 17.21.
12. The applicant will be responsible for ensuring that private utilities; underground power, telephone, gas, CATV, interior street/parking lighting, and associated appurtenances are installed.

Traffic/Transportation:

1. A transportation impact analysis (TIA) is required when a proposed development results in 199 vehicle trips per day (VPD) or more.
2. As proposed, the development will generate 320 ADTs, therefore a TIA will be required.
3. The Applicant will be required to have a traffic engineer analyze the following:
    a. Site distance access at applicants proposed access intersections.
    b. Vision clearance areas are to be addressed, per CMC 18.17.030.
    c. Left-turn pocket.
    d. A traffic circulation plan showing on-site ingress and egress, per CMC 17.19.040 (B.10.a).
    e. Address movement conflicts with existing nearby intersections; and
    f. Provide trip AM and PM Peak distribution to and from the site.
4. COV will require trip distribution numbers to the following proportionate share intersections be included in the preliminary TIA/S:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
137th Ave – from NE 49th St to Fourth Plain Blvd	$3,000 per PM peak hour trip		
Fourth Plain Blvd & NE 152nd Ave	$333 per PM peak hour trip		
Leiser / St. Helens / MacArthur	$2,000 per PM peak hour trip		
SE 176th Ave & SE 20th St	$400 per PM peak hour trip		
NE 192nd Ave & NE 13th St	$400 per PM peak hour trip		
SE 192nd Ave & SE 34th St	$150 per PM peak hour trip		
192nd Ave & SR-14 ramp terminals	$2,000 per PM peak hour trip		
SE 192nd Ave & Columbia Palisades Dr. (**east/west legs only**)	$830 per PM peak hour trip		
MacArthur Blvd & Andresen Rd Roundabout	$2,285 per PM peak hour trip		
MacArthur Blvd & Devine Rd Roundabout	$2,226 per PM peak hour trip		
Grove St / Columbia House Blvd / SR-14 WB off-ramp	$600 per **AM** peak hour trip		
NE 172nd Ave & NE 18th St	$300 per PM peak hour trip		
NE 179th Place & NE 18th St	$900 per PM peak hour trip		
NE 187th Ave & NE 18th St	$1,200 per PM peak hour trip		
NE 162nd Ave & NE 9th St	$1,500 per PM peak hour trip		
NE 172nd Ave & NE 9th St	$4,100 per PM peak hour trip		
NE 192nd Ave & NE 9th St	$1,100 per PM peak hour trip		
NE 187th Ave & SE 1st St	$ 1,100 per PM peak hour trip		
Total Proportionate Share Cost			**$XXXX**

Streets:

1. The proposed development is located on the south side of SE 15th Street, west of NE 41st Avenue and north of NE Woodburn Drive.
2. SE 15th Street located within the city of Camas and within the city's Urban Growth Boundary is classified as an existing 2 or 3-lane arterial per the City's 2016 Transportation Comp Plan.
3. NE Woodburn Drive is classified as a proposed 2 or 3-lane collector.
4. NE 41st Avenue to the east of the proposed development is an existing local Road.
5. Per CMC 17.19.040.B.1, the applicant will be required to construct full depth half-width street improvements on NE Woodburn Drive along the frontage of the proposed development.
6. Per CMC 17.19.040.B.5, the applicant will be required to dedicate sufficient right-of-way from along the frontage on NE Woodburn Drive resulting in a full 60-foot right-of-way width.
    a. Right-of-way width dedication on SE 15th Street is to result in a 37-foot-wide right-of-way width as measured from the centerline of SE 15th Street to allow for future public road improvements on SE 15th Street.
7. Per CMC 17.19.040.B Street, public roads shall meet the requirements as shown on Table 17.19.040-2 'Minimum Public Street Standards' and CDSM Table 2.
    a. The applicant has proposed to construct 3 public Roads as follows:
        i. The extension of Street 'A', NE 41st Avenue from the east, Street 'B' extends from Street 'A' to the south and Street 'C' to the west off Street 'B'.

ii. The proposed Streets includes 52-foot-wide right-of-way, 28-foot paved surface, 5-foot-wide detached sidewalks, planter strips on both sides, and on-street parking on one side only.

b. As proposed, the new public roads meet the street standards for Local Road Section A with approval from City Engineer.

8. Per CMC 17.19.040.B12.e Curb return radii shall be no less than thirty-five feet on arterial and collector streets, and no less than twenty-five feet on all other streets.
    a. The minimum 25-foot radii requirement applies to all the intersections of the proposed private roads (Tract B and Tract C) with Street B.
9. Per CMC 17.19.040.A Private Street, private roads shall meet the requirements as shown on Table 17.19.040-1 'Minimum Private Street Standards' and CDSM Table 1.

    Tract B:

    a. Proposed Tract B is approximately 150-feet in length as measured from the centerline of B Street with access to 3 dwelling units (DU).
    b. Per CDSM, Section III, Design Standards, Table 1, Section A – Guidelines for Geometry for a Private Road will apply:
        i. Private streets with access to 4 or less dwelling units (DU) and less than or equal to 150-feet in length, require a minimum 20-foot-wide Tract, minimum 12-foot paved surface with a total 20-feet of clearance, optional 5-foot-wide sidewalk, no planter strip, and no parking on both sides.
        ii. 'No Parking – Tow Away' signs will be required.

    Tract C:

    a. Proposed Tract C is approximately 150-feet in length as measured from the centerline of B Street with access to 5 dwelling units (DU).
    b. Per CDSM, Section III, Design Standards, Table 1, Section C – Guidelines for Geometry for a Private Road will apply:
        i. Private streets with access to 5 or more dwelling units (DU) greater than 100-feet and not over 300-feet in length, require a minimum 42-foot-wide Tract, 28-foot paved surface, 5-foot sidewalks and 4.5-foot planter strips, parking on one side only and street lighting.
10. Per CMC 17.19.040.B.10.b.ii Cul-de-sacs and permanent dead-end streets over three hundred feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard.
    a. A dead-end turnaround will be required at the south end of 'B' Street as the distance between tract B and tract C is over 200-feet.
11. Per CMC 17.19.040.B.10.b.iii When cul-de-sacs or dead-ends in excess of 300-feet are permitted, a bicycle/pedestrian access is to be provided to the nearest available street. Pedestrian connects are to meet CDSM for ADA accessibility in accordance with PROWAG and ADAAG.
    a. The applicant will be required to construct a public pedestrian access from the southernmost end of proposed road 'B' south to NE Woodburn Drive.
12. The applicant has proposed a 9-foot-wide pedestrian access from proposed 'A Street to SE 15th at the northwest corner of the site in Tract A.
    a. As proposed, Fire Marshall is no longer requesting an emergency access connection from proposed 'A Street' north to SE 15th Street.
    b. In lieu of an emergency access, the Fire Marshall will require additional sprinklers in the new single-family homes.
13. Per the 2022 Parks, Recreation, and Open Space (PROS) Comprehensive plan, there is a segment of the T-27 trail, shown to traverse southeast-to-northwest, at the center of the proposed development.

   a. Applicant will be required to work with staff to provide the future T-27 pedestrian access trail connection from the North Hills subdivision northeast to SE 15th Street.
14. Street tree planting is required is accordance with CMC 17.91030 (F).
15. LED street lighting is to be installed along all street frontages within and adjacent to the proposed development, in accordance with CDSM.
16. Prior to start of construction, the Contractor will be required submit the General Encroachment Permit for Development Projects. This packet is not online nor is it to be submitted via the online portal. Staff will provide to the Contractor prior to the pre-construction meeting. The packet includes:
    a. General Encroachment Permit for Development & Capital Projects.
    b. Erosion Sediment Control/Construction Debris Cleanup forms.
    c. Indemnification & Hold Harmless Agreement.
    d. A Certificate of Insurance, per the city's Insurance Requirements.

Stormwater:

1. The site of the proposed development is approximately 6.84 acres in size.
2. The applicant shall submit a preliminary stormwater report (PTIR) in accordance with CMC 14.02 Stormwater Control and the most current edition of Ecology's *Stormwater Management Manual for Western Washington* ***(latest edition 2024 SWMMWW*)**.
3. Stormwater treatment and detention shall be designed in accordance with the latest edition of Ecology's ***Stormwater Management Manual for Western Washington (2024 SWMMWW).***
4. Refer to Ecology's *Figure I-3.2 Flow Chart for Determining Requirements for Re-Development (Vol. I, Chapter 3, Page 90)*.
    a. As the project will result in 5,000 sf, or greater, of new plus replaced hard surface area; then all Minimum Requirements (#1-#9) will apply.
5. Per CMC 17.19.040.C.3.a Stormwater facilities are to be placed in it's own Tract, with right-of-entry to the City for inspection purposes.
6. Proposed parking lot in tract D and utility easement are both required to be on a separate tract.
7. Per CMC 14.02.090 ownership and maintenance of onsite stormwater facilities will be the responsibility of the Owner/HOA, per CMC 17.19.040 (C3).
8. Public and private storm easements, if required, are to be shown on the final engineering plans.
9. Provisions are to be provided for roof downspout controls. Stormwater from downspouts is not to be directed onto adjoining parcels. Reference CMC 14.02 and 17.19.040.C for roof downspout controls.

Erosion Control

1. The site of the proposed development is approximately 6.84 acres in size.
2. 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.
3. As the land-disturbing activities are greater than one acre, the applicant will be required to obtain an *NPDES Construction Stormwater General Permit* from Ecology, which includes the *Stormwater Pollution Prevention Plan (SWPPP)*. Copies of both are to be submitted to Engineering prior to any land-disturbing activities.
4. The applicant will be responsible for all erosion and sediment control measures to ensure that sediment laden water does not leave the site or impact adjacent parcels.
5. Mud tracking onto the road surface is discouraged and any mud tracking is to be cleaned up immediately.

Water:

1. There are three existing watermains located around the vicinity of the proposed development:

   a. A 10-inch ductile iron main located on the north side of SE 15th Street.
   b. An 8-inch ductile iron main stubbed to the western end of NE 41st Avenue
   c. An 8-inch ductile main on the northside of NE Woodburn Drive.
2. Per CMC 17.19.040.C.4 Each lot within a proposed development shall be served by a water distribution system designed and installed in accordance with city design standards.
   a. The applicant will be required to design and construct a minimum 8-inch ductile iron water main to serve the proposed development.
   b. The 8-inch water main is to be designed as a looped system connecting to both water main in NE Woodburn Drive and the water main in SE 15th Street.
3. The applicant shall provide a minimum 1-inch water service, and water meter box to each of the single-family residential lots located within this development.
4. Landscaping in open space tracts must have a separate irrigation service, backflow prevention device, meter box, and irrigation meter.
   a. The owner of the tract is responsible for payment for all fees associated with the installation of the meter and the water usage.
   b. Irrigation meters are to be owned by the HOA.
5. There is existing fire hydrants located approximately 200-feet on the north and south side of the intersection of NE 41st Avenue and NE Tacoma Court on NE Tacoma Court, east of the proposed development.
   a. The applicant will be required to provide new fire hydrants located within the new development, per CDSM and the FMO.
6. Trenching, backfill, and surface restoration on NE 15th Street, NE41st Avenue or NE Woodburn Drive will be required, per CDSM Detail G2 and G2A.
7. Applicant shall demonstrate that there are adequate fire flows available for the development.
8. The tap on the existing water main is to be performed by a tapping Contractor approved by the City's Water/Sewer Dept. Approved list of Contractor's provided below.
9. A 10-foot separation shall be maintained between water and sanitary sewer lines.

Sanitary Sewer:

1. There is an existing 8-inch gravity main to the east of the site at the end of NE 41st Avenue.
2. The applicant will be required analyze the existing 8-inch gravity main as well as the HARL Pump Station to ensure that both systems can handle the additional inflow from proposed development.
3. Per CMC 17.19.040.C.2 The applicant will be required design and construct a minimum 8-inch sanitary sewer system to serve the proposed development.
   a. The applicant shall provide a separate sanitary lateral for each single-family residential lot located within the development.
4. Trenching and surface restoration on NE 41st Avenue is to be per CDSM Details G2 and G2A.
5. A 10-foot separation is required, within the right-of-way and the private road serving the development, between the water service and sewer lateral.

City Approved Tapping Contractors:

1. A&A Drilling Services, Inc (water & pressure sewer):
   16734 SE Kens Ct. #B, Milwaukie, OR 97267, 800-548-3827,
   http://www.aadrilling.com
2. Ferguson Waterworks (water only):
   14103 NW 3rd Court, Vancouver, WA 98685, 360-896-8708,
   https://www.ferguson.com/branch/nw-3rd-ct-vancouver-wa-waterworks

Garbage and Recycling:

1. Garbage and recycling receptacles are to be placed at the city right-of-way for pickup.

Parks/Trails:

1. Per the 2022 Parks, Recreation, and Open Space (PROS) Comprehensive plan, there is a segment of the T-27 trail, shown to traverse southeast-to-northwest, at the center of the proposed development.
    a. Applicant will be required to provide an easement that can encompass the pedestrian access trail.

Impact Fees & System Development Charges (SDCs):

1. This development is in the South District.
2. Impact fees and SDCs are collected at time of building permit issuance.
3. The impact fees and SDCs noted below are for informational purposes only.
4. **Impact fees and SDCs are adjusted on January 1st of each year.**

Impact Fees for 2026 (South District):

Single Family:

1. Traffic Impact Fees (TIF) - $4,262.00
2. School Impact Fees (SIF) – $6,650.00
3. Park/Open Space (PIF) – Residential Scaled by Square Footage
    a. 0 to 1,000 sf - $4,310.00
    b. 1,001 to 2,000 sf - $7,896.00
    c. 2,001 to 2,600 sf - $11,983.00
    d. 2,601 sf and above - $13,712.00
4. Fire (FIF) - $0.72 psf

System Development Charges (SDCs) – 2026 Charges:

1. Water –
    a. 3/4” meter - $9,449.00 + $210 connection fee
    b. 1” meter - $15,747.00 + $569 connection fee
2. Sewer – Residential
    a. Residential - $7,496.00

BUILDING DIVISION **JEFF NOGA (360) 817-1568 jnoga@cityofcamas.us**

Please contact the building division for pre-application meeting notes.

FIRE DIVISION **RANDY MILLER (360) 817-1568 fmo@cityofcamas.us**

1) Any existing structures scheduled for demolition may be considered for use as a fire department training burn. Contact DFM Randy Miller at the FMO for further information. 360-834-6191.
2) NFPA 13D Residential Fire Sprinklers required in all new dwellings. In lieu of the second access, additional fire sprinkler coverage above and beyond the normal NFPA13D installation is required in the following areas… All Garages with sidewall coverage on the warm walls utilizing dry-heads and or dry heads in the ceiling if warm living space exists above the garage, all rooms accessed from inside the garage, all bathrooms, all closets, all outdoor covered living/kitchen areas, these additional requirements shall be noted on the construction drawings and on the final plat. Contact Deputy Fire Marshal Randy Miller in the FMO for further information 360-834-6191
3) If a larger water meter is required to meet fire flow and the larger meter is not required for reasons of the international residential code from the building department, the SDC up-charges are

waived and the minimal cost difference in the actual meter shall be paid.

4) A flow switch is optional but recommended for all homes to tie into the homes security system along with an outside bell.
5) If a PRV is needed for pressures over 80 PSI on the domestic supply, it shall be installed after the fire line supply. If the pressure is over 80 PSI a PRV may be needed on the toilet supply line supplied from the fire sprinkler system.
6) An inside bell or horn strobe is recommended (If system is not tied into a security system) Contact Randy Miller in the FMO for more information.
7) Water supply line from the meter into the structure shall be sized per the fire sprinkler contractors design calculations or a minimum 2- inch line shall be installed.
8) At a minimum provide the installation of a fire hydrant at the entrance to the subdivision, additional fire hydrants or change in location may be required and will be evaluated on construction submittals.
9) Witnessed hydrant flushing is required with the FMO on all new fire hydrant installations.
10) When present access roads or flag lots to be a minimum 12-foot wide paved with a 20-foot-wide clearance and a minimum 13.6-foot vertical clearance. These minimums may be greater per city of Camas engineering department; the stricter road standard applies.
11) Approved Fire Department turnaround required for dead end streets or access driveway over 150 ft', this applies to the southern end of the development. The other two "temporary" dead ends are being mitigated with additional required fire sprinkler coverage.
12) Provide approved Camas' engineering standard radiuses to access roads/driveways etc. that do not require fire engines to turn into oncoming traffic to accomplish the turn and to avoid rear tires of emergency vehicles from making contact with curbs/sidewalks.
13) Obstructed access plan required for all private roads, driveways, flag lots serving more than one home or access tracts. Towing signs are the recommended plan unless an alternate method is provided and approved.
14) Any underground oil or fuel storage tank discovered requires a decommissioning permit through the FMO.
15) A propane Permit is required with the Fire Marshals Office for any tank installations over 124 gallons.
16) Approved address monument required on any flag lot where the access road leaves the main public or private road. Address monument and numbers shall be clearly visible and readable from all directions. Contact the FMO for approval.
17) Permanent addresses on homes to be mounted so that a garage sconce or other light
1. illuminates the numbers for ease of first responders locating your homeowners in an emergency.
18) Temporary Addresses required at all times for each structure/lot until permanent address numbers are installed, please give attention to making the numbers extremely visible from the street and unlikely to be blocked by parked vehicles so emergency services can easily see and read.
19) Please do not hesitate to contact the FMO if you have any questions at 360-834-6191 or FMO@cityofcamas.us

We look forward to a safe and successful project.

6. Transportation Impact Study

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

TRANSPORTATION IMPACT STUDY

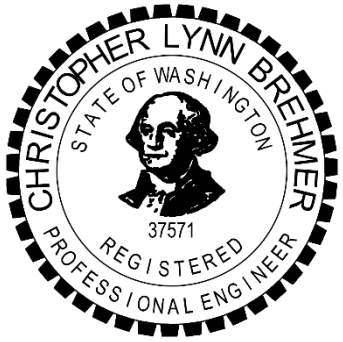
March 11, 2026 Project# 31876

To: James E Carothers, PE & Anita Ashton
City of Camas Community Development Engineering
616 NE 4th Avenue
Camas, WA 98607

From: Chris Brehmer, PE, Julia Kuhn, PE & James Hollingsworth

CC: Stacy Shields, Romano Capital, Inc.
Michael Andreotti, AKS Engineering & Forestry LLC

RE: Uhacz Residential Development Transportation Impact Study



2026.03.11
09:26:37-07'00'

Romano Capital, Inc. proposes to develop a 32-unit subdivision on property located at 27429 SE 15th Street. A Transportation Impact Study (TIS) is required per City of Camas Municipal Code (CMC) Section 17.11.030.B. This memorandum documents the TIS analysis, findings, and recommendations. No capacity-based mitigation measures were identified at the three study intersections. The following recommendations are offered for implementation in conjunction with site development subject to City of Camas review and direction.

- Subject to City of Vancouver concurrence and final residential unit count confirmation, pay the following proportional share intersection fees:
  - $2,200 towards NE 192nd Avenue/NE 13th Street mitigation
  - $600 towards NE 172nd Avenue/NE 18th Street mitigation
  - $1,800 towards NE 179th Place/NE 18th Street mitigation
  - $2,400 towards NE 187th Avenue/NE 18th Street mitigation
- Locate and maintain site landscaping, above-ground utilities, and site signage at all local street intersections within and adjacent to the site to provide adequate intersection sight distance and vision clearance per applicable City requirements.

The details of the study methodology and findings are summarized herein.

INTRODUCTION

The proposed subdivision will provide up to 32 single-family detached homes on approximately 6.84-acres of land[1] generally located between SE 15th Street and NE Woodburn Drive west of NE Umatilla Street. Figure 1 shows the proposed site location and Figure 2 is the proposed site plan.

NE 41st Avenue will be extended west into the site as a Local Access Road with site development to provide vehicle access. Local Access Roads "A" Street, "B" Street, and "C" Street will provide for on-site

[1] City Parcel Number 178413000

access and circulation with "A" Street and "C" Street stubbed for anticipated future connectivity to the west as off-site property is developed by others. Tract A will provide a pedestrian connection to SE 15th Street. This TIS assumes full occupancy of the 32 single-family homes to occur by 2028.

STUDY METHODOLOGY

Weekday morning (7-9 AM) and weekday afternoon commuter peak period (4-6 PM) traffic conditions were assessed for the following analysis scenarios:

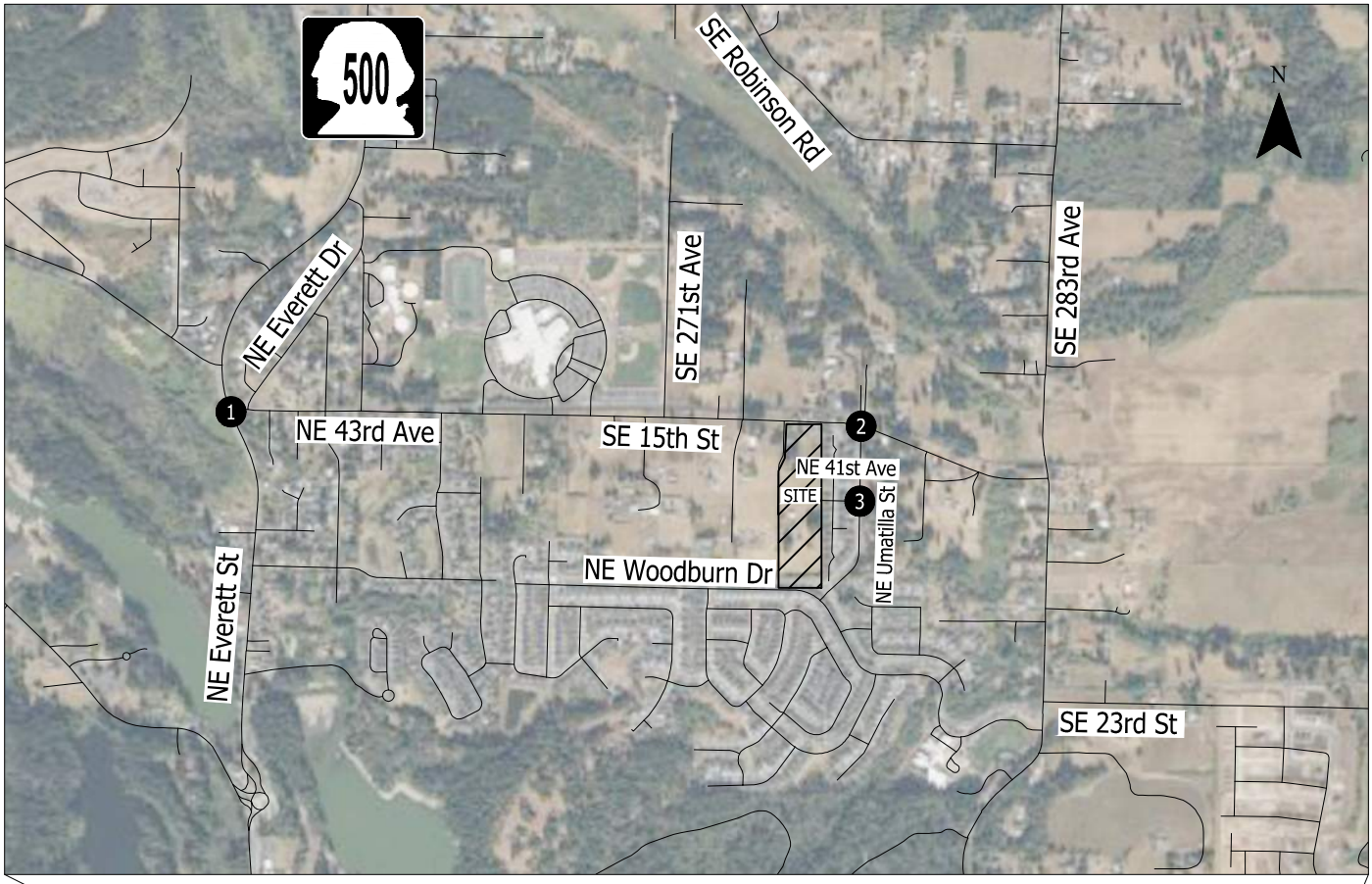
- Existing land use and transportation system conditions within the site vicinity;
- Forecast year 2028 background traffic conditions (including background growth and identified in-process developments);
- Site trip generation and distribution estimates; and,
- Forecast year 2028 total traffic conditions with site development.

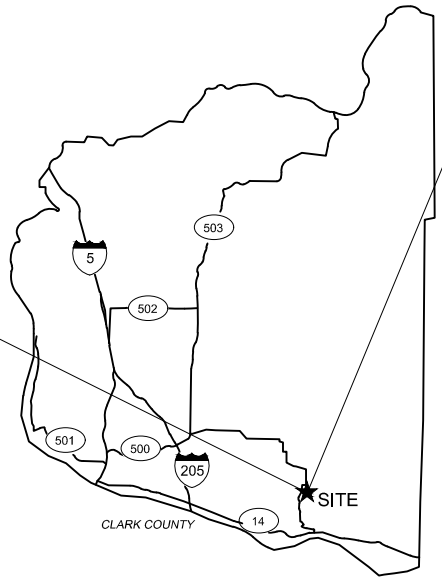
The City of Camas' *Transportation Impact Study Guidelines* (TIS, Reference 1) require preparation and submittal of a TIS for each proposed development that generates 200 or more daily vehicle trips. The 200 daily trip threshold is met for the Uhacz development, triggering a TIS.

The study intersections were determined through a scoping process involving staff from the City of Camas and are as follows:

- NE Everett Street (SR 500)/NE 43rd Avenue
- NE Umatilla Street/SE 15th Street
- NE Umatilla Street/NE 41st Avenue

Appendix A includes documentation from the scoping process.





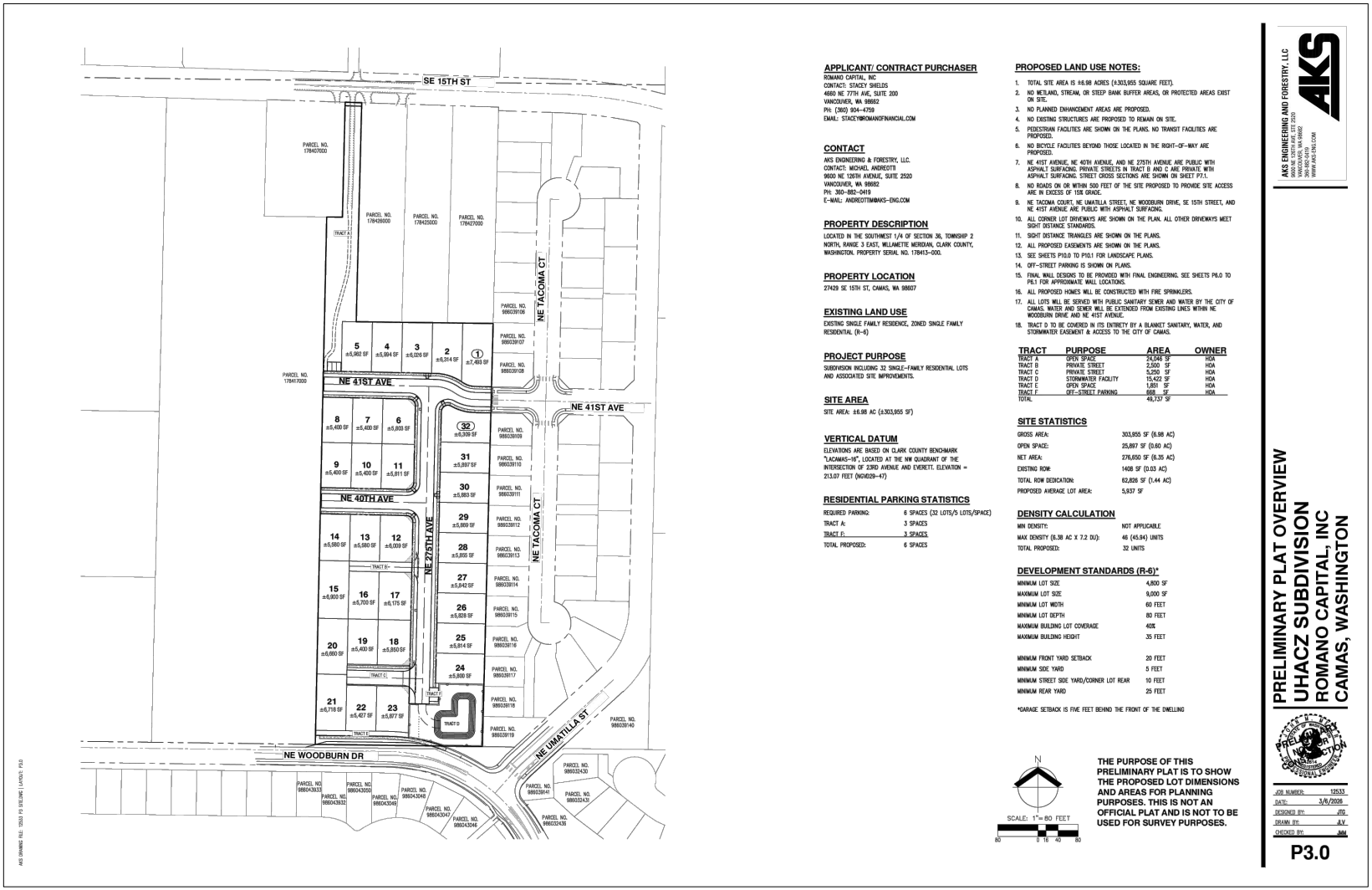
##- Study Intersections

Site Area

Site Vicinity Map
Camas, WA

Figure
1

H:\31\31876 - Uhacz Residential\report\figs\31876 figs.dwg Mar 09, 2026 - 1:06pm - jhollingsworth Layout Tab: Site Vicinity Map



APPLICANT/ CONTRACT PURCHASER
ROMANO CAPITAL, INC
CONTACT: STACEY SHIELDS
4660 NE 77TH AVE, SUITE 200
VANCOUVER, WA 98662
PH: (360) 904-4759
EMAIL: STACEY@ROMANOFINANCIAL.COM

CONTACT
AKS ENGINEERING & FORESTRY, LLC.
CONTACT: MICHAEL ANDREOTTI
9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
PH: 360-882-0419
E-MAIL: ANDREOTTIM@AKS-ENG.COM

PROPERTY DESCRIPTION
LOCATED IN THE SOUTHWEST 1/4 OF SECTION 36, TOWNSHIP 2 NORTH, RANGE 3 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON. PROPERTY SERIAL NO. 178413-000.

PROPERTY LOCATION
27429 SE 15TH ST, CAMAS, WA 98607

EXISTING LAND USE
EXISTING SINGLE FAMILY RESIDENCE, ZONED SINGLE FAMILY RESIDENTIAL (R-6)

PROJECT PURPOSE
SUBDIVISION INCLUDING 32 SINGLE-FAMILY RESIDENTIAL LOTS AND ASSOCIATED SITE IMPROVEMENTS.

SITE AREA
SITE AREA: ±6.98 AC (±303,955 SF)

VERTICAL DATUM
ELEVATIONS ARE BASED ON CLARK COUNTY BENCHMARK "LACAMAS-16", LOCATED AT THE NW QUADRANT OF THE INTERSECTION OF 23RD AVENUE AND EVERETT. ELEVATION = 213.07 FEET (NGVD29-47)

RESIDENTIAL PARKING STATISTICS

REQUIRED PARKING:	6 SPACES (32 LOTS/5 LOTS/SPACE)
TRACT A:	3 SPACES
TRACT F:	3 SPACES
TOTAL PROPOSED:	6 SPACES

PROPOSED LAND USE NOTES:
1. TOTAL SITE AREA IS ±6.98 ACRES (±303,955 SQUARE FEET).
2. NO WETLAND, STREAM, OR STEEP BANK BUFFER AREAS, OR PROTECTED AREAS EXIST ON SITE.
3. NO PLANNED ENHANCEMENT AREAS ARE PROPOSED.
4. NO EXISTING STRUCTURES ARE PROPOSED TO REMAIN ON SITE.
5. PEDESTRIAN FACILITIES ARE SHOWN ON THE PLANS. NO TRANSIT FACILITIES ARE PROPOSED.
6. NO BICYCLE FACILITIES BEYOND THOSE LOCATED IN THE RIGHT-OF-WAY ARE PROPOSED.
7. NE 41ST AVENUE, NE 40TH AVENUE, AND NE 275TH AVENUE ARE PUBLIC WITH ASPHALT SURFACING. PRIVATE STREETS IN TRACT D AND C ARE PRIVATE WITH ASPHALT SURFACING. STREET CROSS SECTIONS ARE SHOWN ON SHEET P7.1.
8. NO ROADS ON OR WITHIN 500 FEET OF THE SITE PROPOSED TO PROVIDE SITE ACCESS ARE IN EXCESS OF 15% GRADE.
9. NE TACOMA COURT, NE UMATILLA STREET, NE WOODBURN DRIVE, SE 15TH STREET, AND NE 41ST AVENUE ARE PUBLIC WITH ASPHALT SURFACING.
10. ALL CORNER LOT DRIVEWAYS ARE SHOWN ON THE PLAN. ALL OTHER DRIVEWAYS MEET SIGHT DISTANCE STANDARDS.
11. SIGHT DISTANCE TRIANGLES ARE SHOWN ON THE PLANS.
12. ALL PROPOSED EASEMENTS ARE SHOWN ON THE PLANS.
13. SEE SHEETS P10.0 TO P10.1 FOR LANDSCAPE PLANS.
14. OFF-STREET PARKING IS SHOWN ON PLANS.
15. FINAL WALL DESIGNS TO BE PROVIDED WITH FINAL ENGINEERING. SEE SHEETS P8.0 TO P8.1 FOR APPROXIMATE WALL LOCATIONS.
16. ALL PROPOSED HOMES WILL BE CONSTRUCTED WITH FIRE SPRINKLERS.
17. ALL LOTS WILL BE SERVED WITH PUBLIC SANITARY SEWER AND WATER BY THE CITY OF CAMAS. WATER AND SEWER WILL BE EXTENDED FROM EXISTING LINES WITHIN NE WOODBURN DRIVE AND NE 41ST AVENUE.
18. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY, WATER, AND STORMWATER EASEMENT & ACCESS TO THE CITY OF CAMAS.

TRACT	PURPOSE	AREA	OWNER
TRACT A	OPEN SPACE	24,046 SF	HOA
TRACT B	PRIVATE STREET	2,500 SF	HOA
TRACT C	PRIVATE STREET	5,220 SF	HOA
TRACT D	STORMWATER FACILITY	15,422 SF	HOA
TRACT E	OPEN SPACE	1,851 SF	HOA
TRACT F	OFF-STREET PARKING	868 SF	HOA
TOTAL		48,737 SF	

SITE STATISTICS

GROSS AREA:	303,955 SF (6.98 AC)
OPEN SPACE:	25,897 SF (0.60 AC)
NET AREA:	276,650 SF (6.35 AC)
EXISTING ROW:	1408 SF (0.03 AC)
TOTAL ROW DEDICATION:	62,826 SF (1.44 AC)
PROPOSED AVERAGE LOT AREA:	5,937 SF

DENSITY CALCULATION

MIN DENSITY:	NOT APPLICABLE
MAX DENSITY (6.38 AC X 7.2 DU):	46 (45.94) UNITS
TOTAL PROPOSED:	32 UNITS

DEVELOPMENT STANDARDS (R-6)*

MINIMUM LOT SIZE	4,800 SF
MAXIMUM LOT SIZE	9,000 SF
MINIMUM LOT WIDTH	60 FEET
MINIMUM LOT DEPTH	80 FEET
MAXIMUM BUILDING LOT COVERAGE	40%
MAXIMUM BUILDING HEIGHT	35 FEET
MINIMUM FRONT YARD SETBACK	20 FEET
MINIMUM SIDE YARD	5 FEET
MINIMUM STREET SIDE YARD/CORNER LOT REAR	10 FEET
MINIMUM REAR YARD	25 FEET

*GARAGE SETBACK IS FIVE FEET BEHIND THE FRONT OF THE DWELLING

N
SCALE: 1"=80 FEET
80 0 16 40 80

THE PURPOSE OF THIS PRELIMINARY PLAT IS TO SHOW THE PROPOSED LOT DIMENSIONS AND AREAS FOR PLANNING PURPOSES. THIS IS NOT AN OFFICIAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES.

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY PLAT OVERVIEW
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

JOB NUMBER:	12533
DATE:	3/6/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	MM

P3.0

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RECEIVED FROM ROMANO CAPITAL, INC : MARCH 9, 2026

Proposed Site Plan
Camas, WA

Figure
2

Capacity Analysis Methodology

Intersection level of service (LOS) and volume-to-capacity (V/C) analyses described in this report were performed at signalized and unsignalized intersections in accordance with the procedures stated in the *Highway Capacity Manual, 7th Edition* (Reference 2) methodology using Synchro 12 software.

Level of Service Standards

City of Camas

Camas requires that minor and local streets meet LOS C standards and that collector and arterial streets meet LOS D standards. If site traffic contributes to traffic operations that exceed the LOS D standard, then the TIS recommendations need to include mitigations or roadways improvements.

SR 500 (NE Everett Street)

Chapter 320 of Washington State Department of Transportation's (WSDOT) *Design Manual* (Reference 3) covers traffic impact analysis on state facilities.

The Urban non-National Highway System facilities (non-HSS standard)[2] established by the Southwest Washington Regional Transportation Council (RTC) for Clark County is LOS E and applies to the NE Everett Street (SR 500)/NE 43rd Avenue intersection.

Table 1 summarizes the applicable intersection performance metrics at each study intersection.

Table 1. Study Intersection Performance Metrics

ID	Study Intersection	Traffic Control	Jurisdictional Authority	Facility Designation	Operating Requirement
1	SR 500/NE 43rd Ave	Signalized	WSDOT	Urban non-HSS	LOS E
2	NE Umatilla St/SE 15th St	TWSC	City of Camas	City Arterial	LOS D
3	NE Umatilla St/NE 41st Ave	TWSC	City of Camas	City Collector	LOS D
Where: TWSC = Two-way Stop Control					

[2] WSDOT - Highways of Statewide Significance | WSDOT Geospatial Open Data Portal

2026 EXISTING CONDITIONS

The existing conditions analysis identifies site conditions and the current operational and geometric characteristics of streets within the study area. The purpose of this section is to set the stage for a basis of comparison to future conditions. The study intersections were inventoried in February 2026.

Site Conditions and Adjacent Land Uses

The proposed development project is located on the south side of SE 15th Street and west of an existing single family home subdivision that fronts NE Umatilla Street. The approximate 6.84-acre site is comprised of a single taxlot zoned Single-Family Residential (R-6). One existing single-family residence, shop, and barn is located on site today accessed by an existing driveway on SE 15th Street. The existing home, supporting structures, and driveway access will be removed with the proposed subdivision.

This site is bordered to the east by a residential subdivision developed within the last 10 years and accessed by NE 41st Avenue. Single-family residential housing borders the site to the north (3 homes) and west while NE Woodburn Drive borders the site to the south.

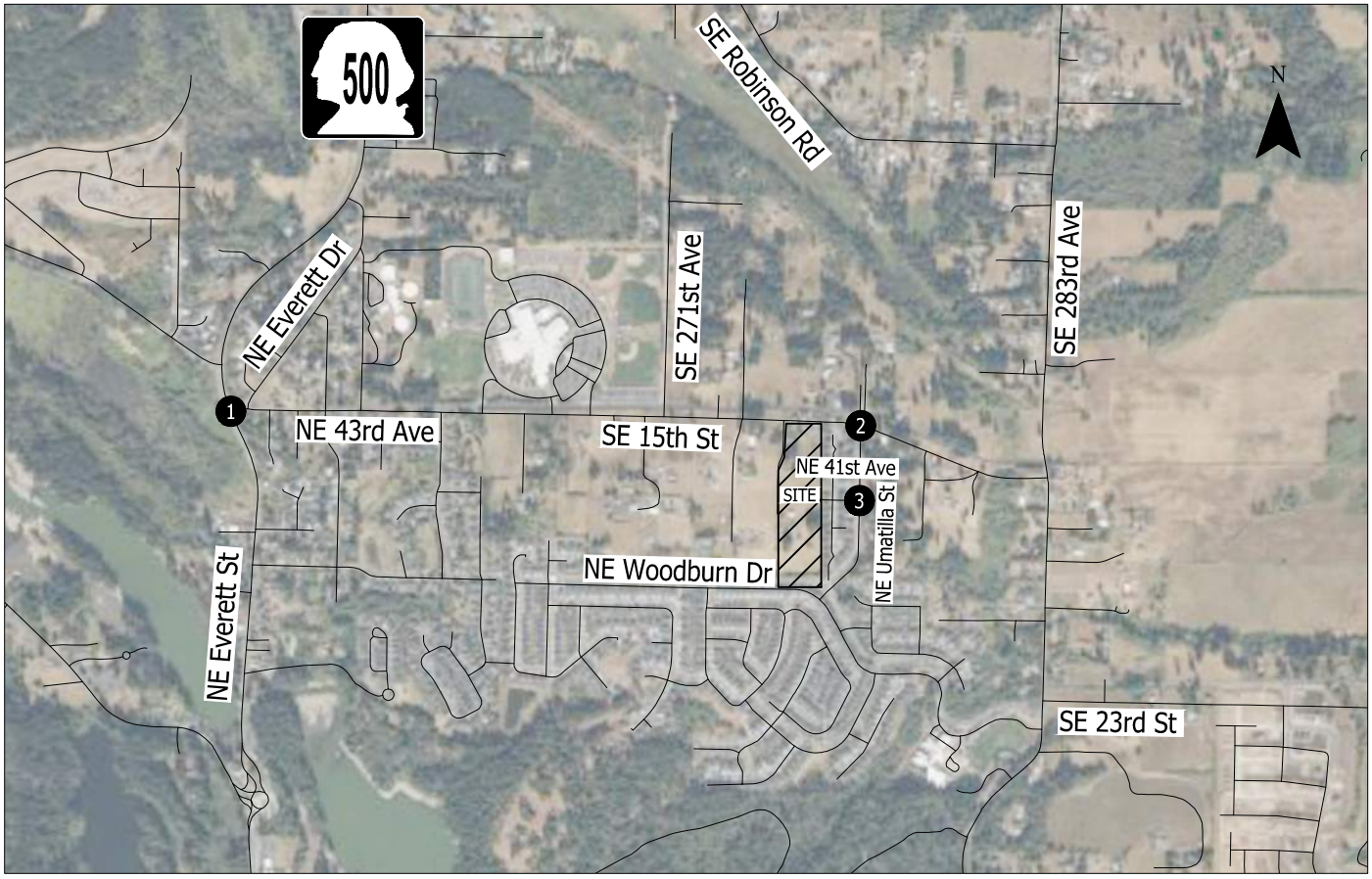
Transportation Facilities

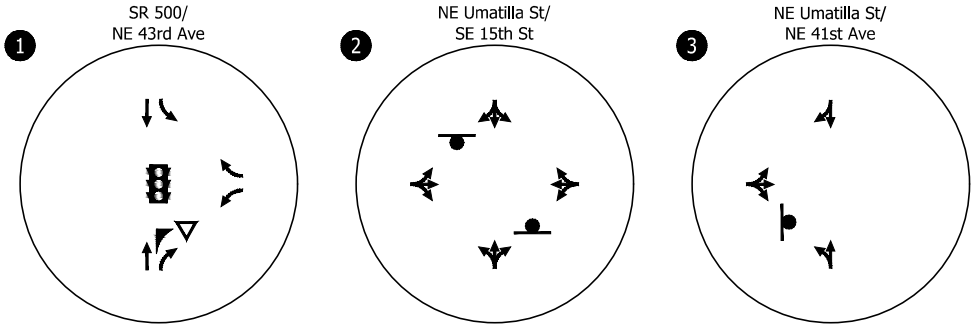
Table 2 provides a summary of the existing streets closest to the site. Figure 3 illustrates the existing lane configurations and traffic control devices at the study intersections. Note that SE 43rd Avenue transitions to become SE 15th Street near Camas High School.

Table 2. Existing Transportation Facilities

Street	Jurisdiction	Classification	Cross-Section	Posted Speed	Sidewalks Present?	Bike Lanes Present?
NE Everett Street (SR 500)	WSDOT[1]	Rural Major Collector / Urban Minor Arterial[2]	2-lane	45 mph[3]	No	No
NE 43rd Ave-SE 15th St West of SE 271st Ave	City	Arterial[4]	2/3-lane	25 mph	Partial	No
SE 15th St East of SE 271st Ave	City	Arterial[4]	2-lane	40 mph	No	No
NE Umatilla St	City	Collector[4]	2 lane	Not Posted	West side	Partial
NE 41st Ave	City	Local Road	2 lane	Not Posted	Yes	No

[1] WSDOT Functional Classification (Reference 4)
[2]North of Robinson Road, SR 500 is classified as a Rural Major Collector. South of Robinson Road (including at NE 43rd Avenue), SR 500 is classified as an Urban Minor Arterial.
[3]Along SR 500, lower advisory speeds are posted at roadway curves. As SR 500 approaches downtown Camas, the posted speed is reduced to 25 mph.
[4] 2035 *City of Camas 2035 Comprehensive Plan (Transportation Element,* Reference 5*).*





Stop Sign
Traffic Signal
Study Intersections
Yield Sign
Site Area

Existing Lane Configurations & Traffic Control Devices Camas, WA

Figure 3

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Facilities for Non-Motorized Users

A 10-foot wide curb tight sidewalk is provided along the west side of NE Umatilla Street between NE 43rd Avenue-SE 15th Street and NE Woodburn Drive. Striped bike lanes and a detached sidewalk located on the east side of the roadway are provided on NE Umatilla Street extending from NE Woodburn Drive north approximately 370 feet.

Sidewalks are provided along NE 41st Avenue and stubbed to link the project site and NE Umatilla Street. Sidewalks extend approximately 300 feet west of NE Umatilla Street along the south side of SE 15th Street. The only other sidewalk facility along SE 15th Street fronts Camas High School and a few homes on the south side of NE 43rd Avenue at NE Hayes Street.

Transit Facilities

C-Tran provides transit service within the City of Camas. There are no fixed-route transit services currently operated in the site vicinity. The nearest fixed-route service provides east-west service along NE 3rd Avenue in the downtown Camas area and is located over two miles south of the project site.

Given the lack of transit service within a convenient ½ mile walking distance today and for the foreseeable future, no transit-related trip reductions were assumed in this study and no transit-related mitigation measures are recommended as part of the proposed development.

TRAFFIC SAFETY

WSDOT provided crash records for the five-year period from November 1, 2020 to October 31, 2025. The data was reviewed to identify potential crash trends or safety needs at the study intersection. Table 3 summarizes the reported crash type, severity and calculated crash rate by intersection. *Appendix B contains the WSDOT provided crash data*.

Table 3. Intersection Crash Frequency and Severity (November 2020 through October 2025)

#	Intersection	Collision Type								Crash Severity			Total Number of Crashes	Crash Rate[2]
		Rear-end	Turning	Angle	Side Swipe	Backing	Fixed Object	Ped/Bike	Other	PDO[1]	Injury	Fatality		
1	SR 500/NE 43rd Ave	2	3	-	-	-	1	-	-	3	3	-	6	0.30
2	NE Umatilla St/SE 15th St	-	-	-	-	-	1	-	-	-	-	-	1	0.18
3	NE Umatilla St/NE 41st Ave	-	-	-	-	-	-	-	-	-	-	-	-	0

[1] PDO = Property Damage Only
[2] Crash rate is calculated as the number of crashes per million entering vehicles.

The sections that follow provide identification of crash types and/or factors contributing to the reported crashes.

Crash Severity

There were no reported fatal crashes at the study intersections. None of the study intersections experienced a crash rate greater than 1.0 crashes per million entering vehicles (i.e., the metric used by the City to assess whether further analyses are warranted).

SR 500/NE 43rd Avenue (Intersection #1)

Of the six reported crashes at the SR 500/NE 43rd Avenue intersection:

- The two rear-end collisions involved southbound vehicles. One collision involved a driver that was reportedly distracted by their cellphone, and the other collision report indicates the driver was distracted during night conditions.
- Two left-turn collisions occurred during rainy weather conditions, and the single fixed object collision involved a northbound vehicle turning east and colliding with the traffic island during icy road conditions.

The City of Camas is currently in the process of designing a roundabout to replace the existing traffic signal, though roundabout construction is not programmed or financed at the time this report was prepared. No crash trends requiring mitigation were identified at this intersection through the crash data review.

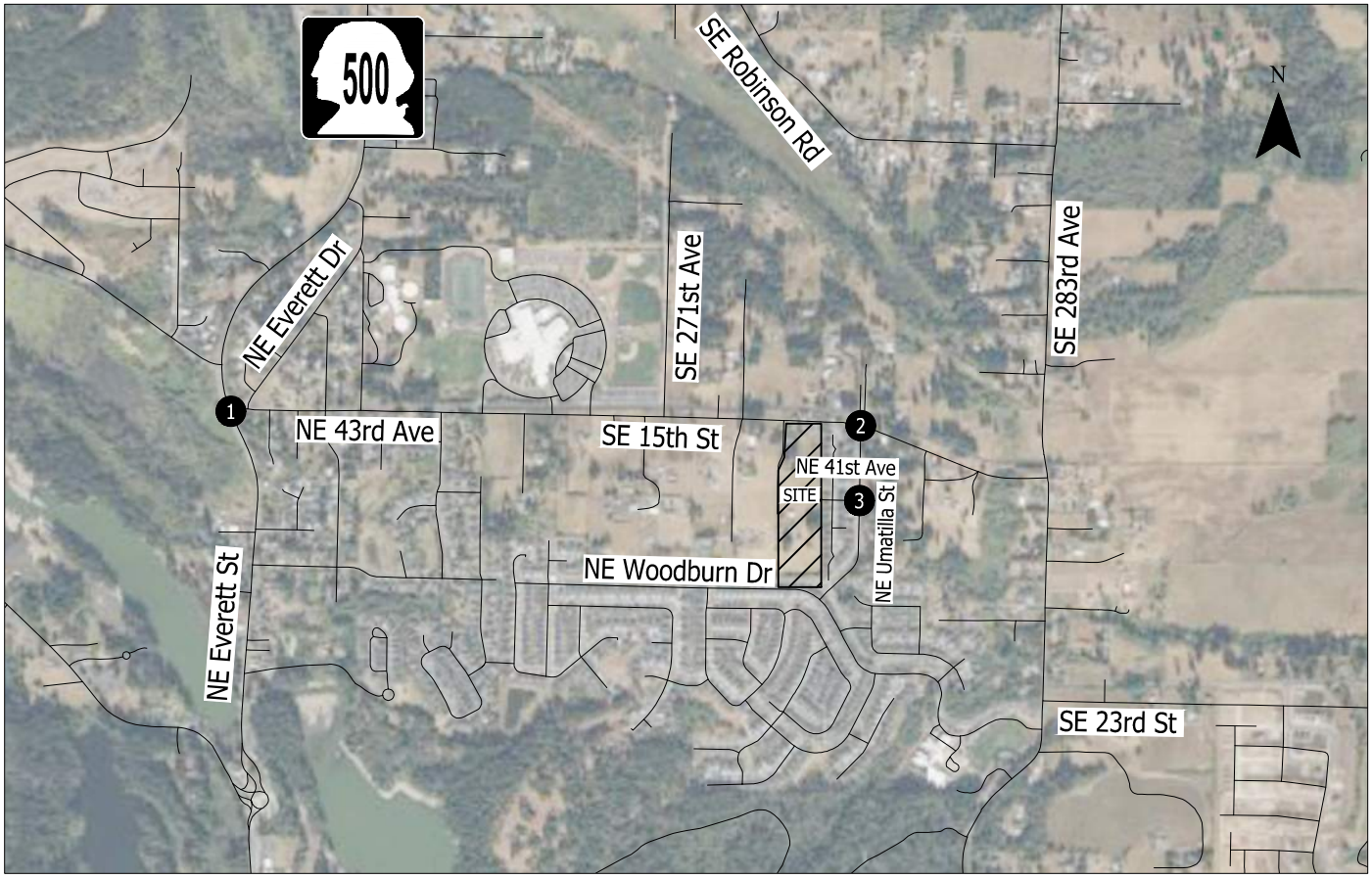
NE Umatilla Street/SE 15th Street (Intersection #2)

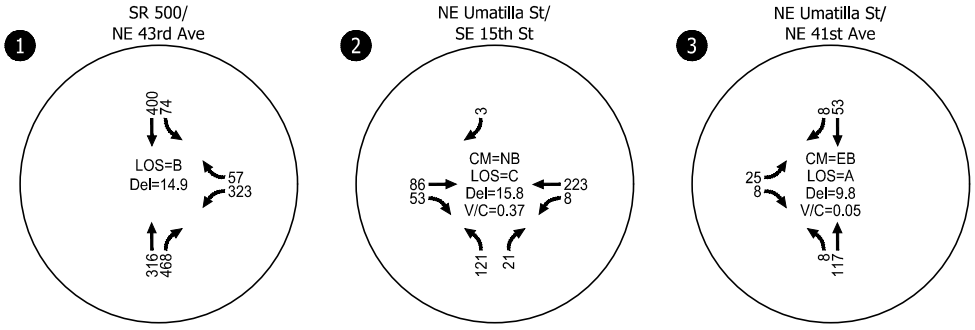
The single reported crash at this intersection involved a westbound driver that struck a mailbox. The driver was described as distracted while negotiating a turn during rainy weather conditions.

Traffic Volumes and Peak Hour Operations

Vehicle turning movement, pedestrian and bicycle counts were collected at the study intersections on a mid-weekday in May 2025 during the morning (7:00 – 9:00 AM) and evening (4:00 - 6:00 PM) hours when local schools were in-session and there were no adverse weather conditions. *Appendix C contains the traffic count sheets used in this study.*

The weekday AM and PM peak hour traffic volumes and the associated intersection operations are shown in Figures 4 and 5. As shown, all study intersections satisfy the applicable LOS standards under existing weekday AM and PM peak hour conditions. While the respective agency LOS standards are satisfied, morning peak hour field observations at the SR 500 (NE Everett Street)/NE 43rd Avenue intersection identified westbound queueing on NE 43rd Avenue that extended towards the high school. These peak queues were observed to last for approximately 15 minutes and were associated with school-related trips at the start of the school day. *Appendix D includes the existing conditions level-of-service worksheets.*



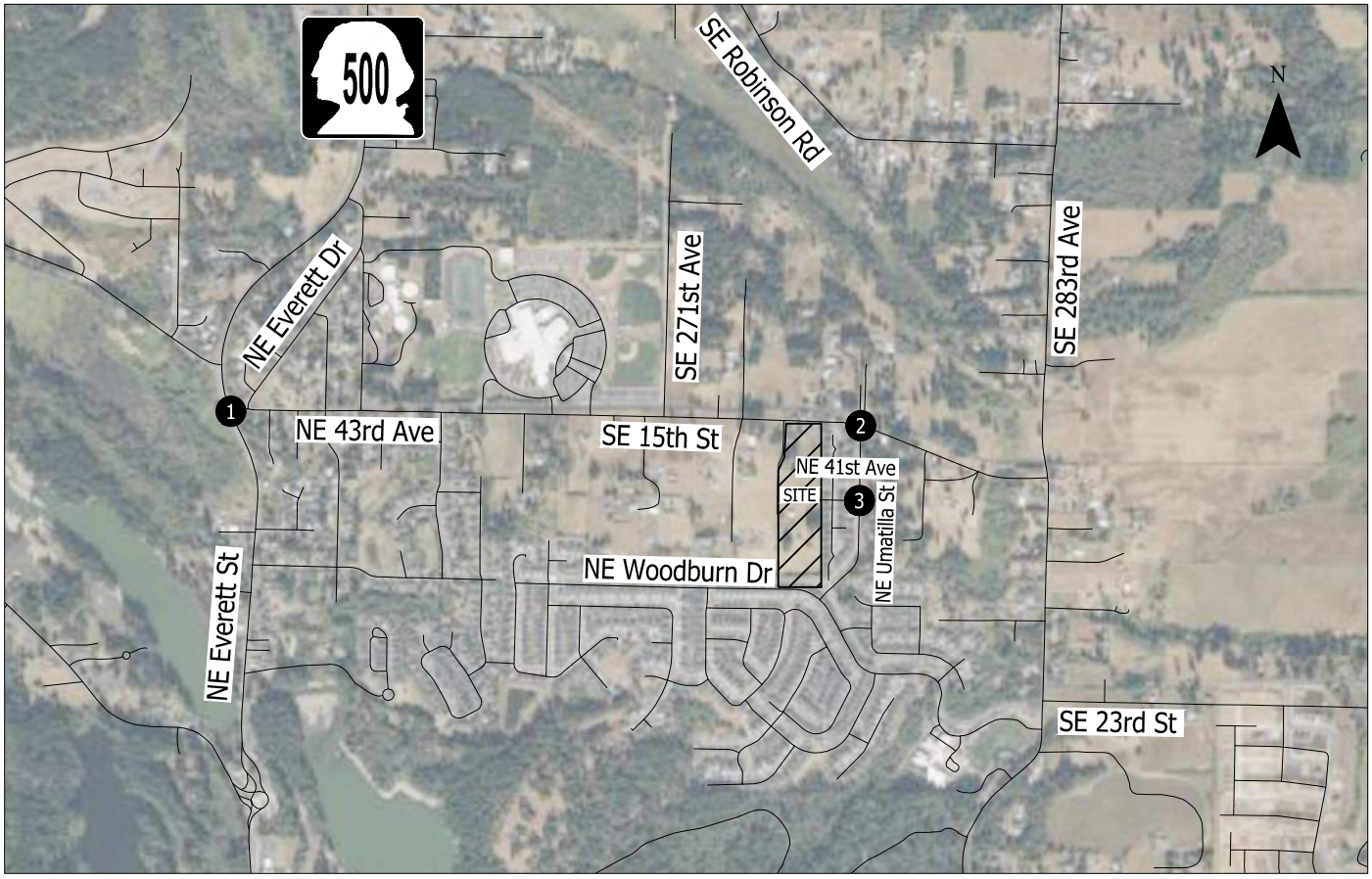


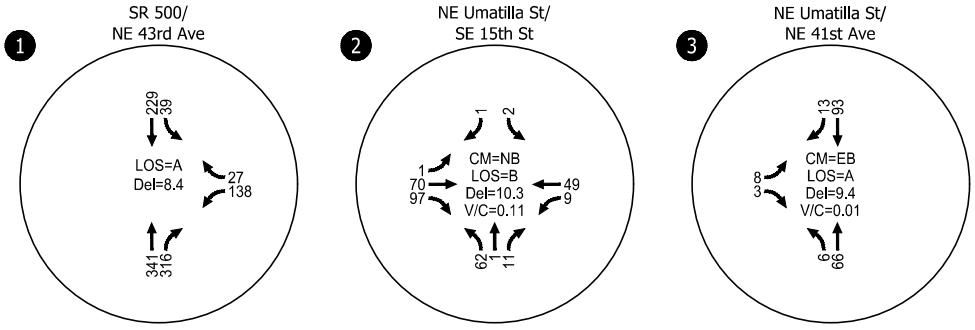
CM = INTERSECTION MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/ CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

2026 Existing Traffic Conditions Weekday AM Peak Hour Camas, WA

Figure 4

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CM = INTERSECTION MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/ CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

2026 Existing Traffic Conditions
Weekday PM Peak Hour
Camas, WA

Figure
5

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2028 BACKGROUND TRAFFIC CONDITIONS

The year 2028 background traffic analysis identifies how the study intersections will operate prior to the construction and occupancy of the Uhacz Residential development. This analysis includes traffic attributed to planned developments within the study area and to general growth in the region but does not include traffic from the proposed development.

Planned Developments

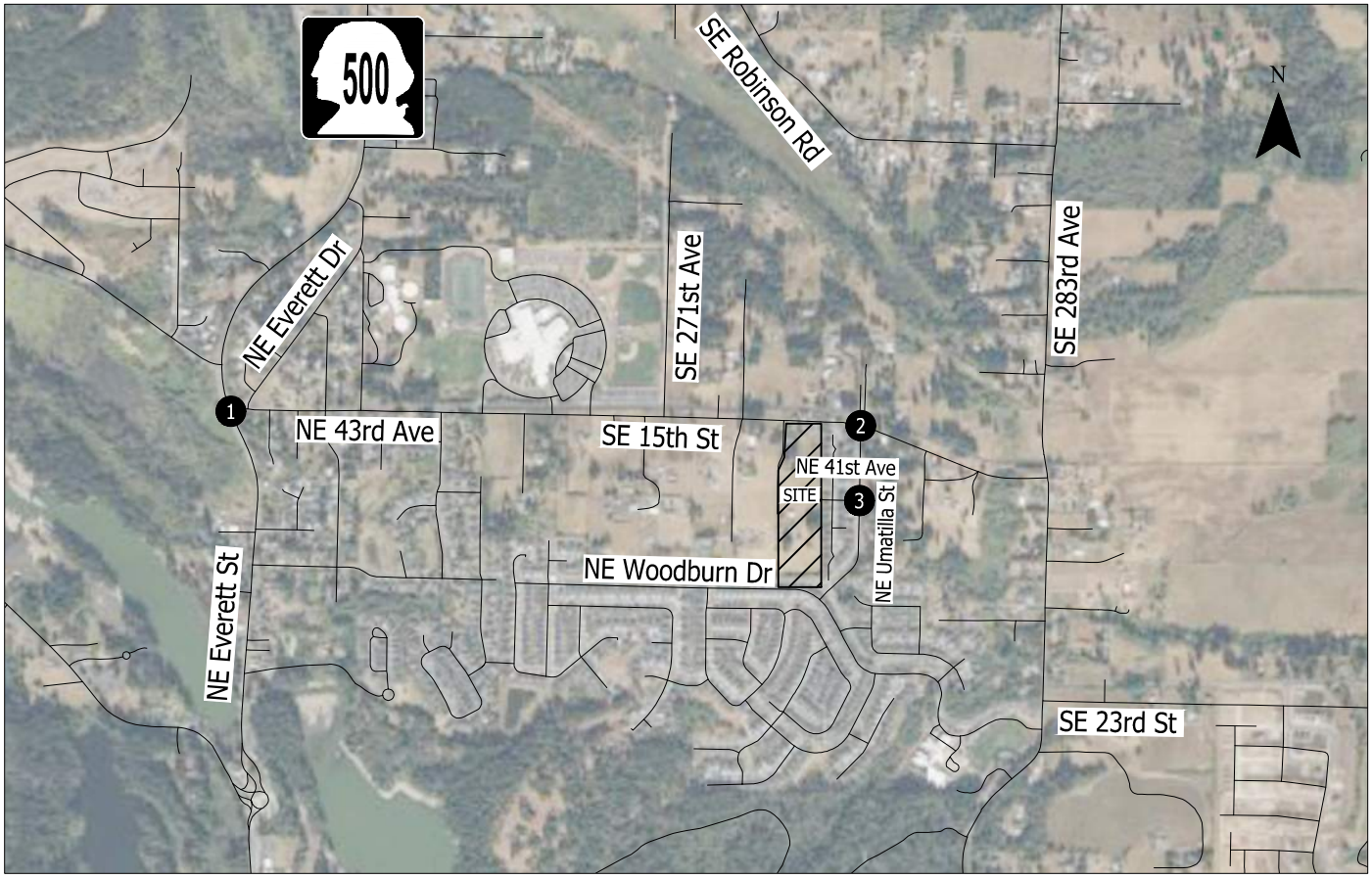
City staff identified the following previously approved developments to include in the traffic forecasts for the year 2028:

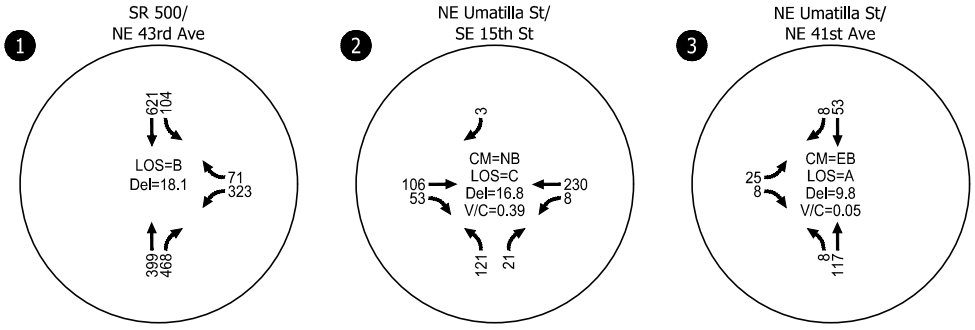
- Reserve at Green Mountain, located on the south side of NE 28th Street, east of NE Ingle Road
- Landing at Green Mountain Phase 2, located on the south side of NE 28th Street, east of NE Ingle Road
- Lacamas North Shore between North Shore Village and Lacamas Elementary School
- North Shore Village, located east of NE 252nd Avenue and south of SE 3rd Street
- Camas Woods and Camas Woods 2, located east of SR 500 between Everett Drive and NE 8th Street
- Camas Heights, located on the north side of NE 28th Street at and west of NE 232nd Avenue
- Green Mountain Estates, located on the north side of NE 28th Street, east of NE 222nd Avenue
- Green Mountain Planned Residential Development (PRD), located east of NE Ingle Road and north of NE 28th Street
- Lacamas Hills, located on the north side of Leadbetter Road west of Everett Road (formerly known as CJ Dens East Subdivision)
- Monte Verde Subdivision, located on the south side of NE 28th Street, west of NE 232nd Avenue
- Stella Ridge residential development, located north of NW 18th Avenue and west of NE Brady Road

In addition to the "in-process" development traffic, a two percent growth rate was also applied to account for continued growth in regional traffic north-south along SR 500. *In-process traffic details as provided by the City are included in Appendix E*.

Traffic Operations

Figures 6 and 7 show the year 2028 background traffic analysis turning movement volumes and associated intersection analyses during weekday AM and PM peak hour periods. As shown in the figures, all study intersections are projected to satisfy the applicable LOS standards under weekday background traffic AM and PM peak hour conditions. *Appendix F contains the year 2028 background traffic conditions worksheets*.



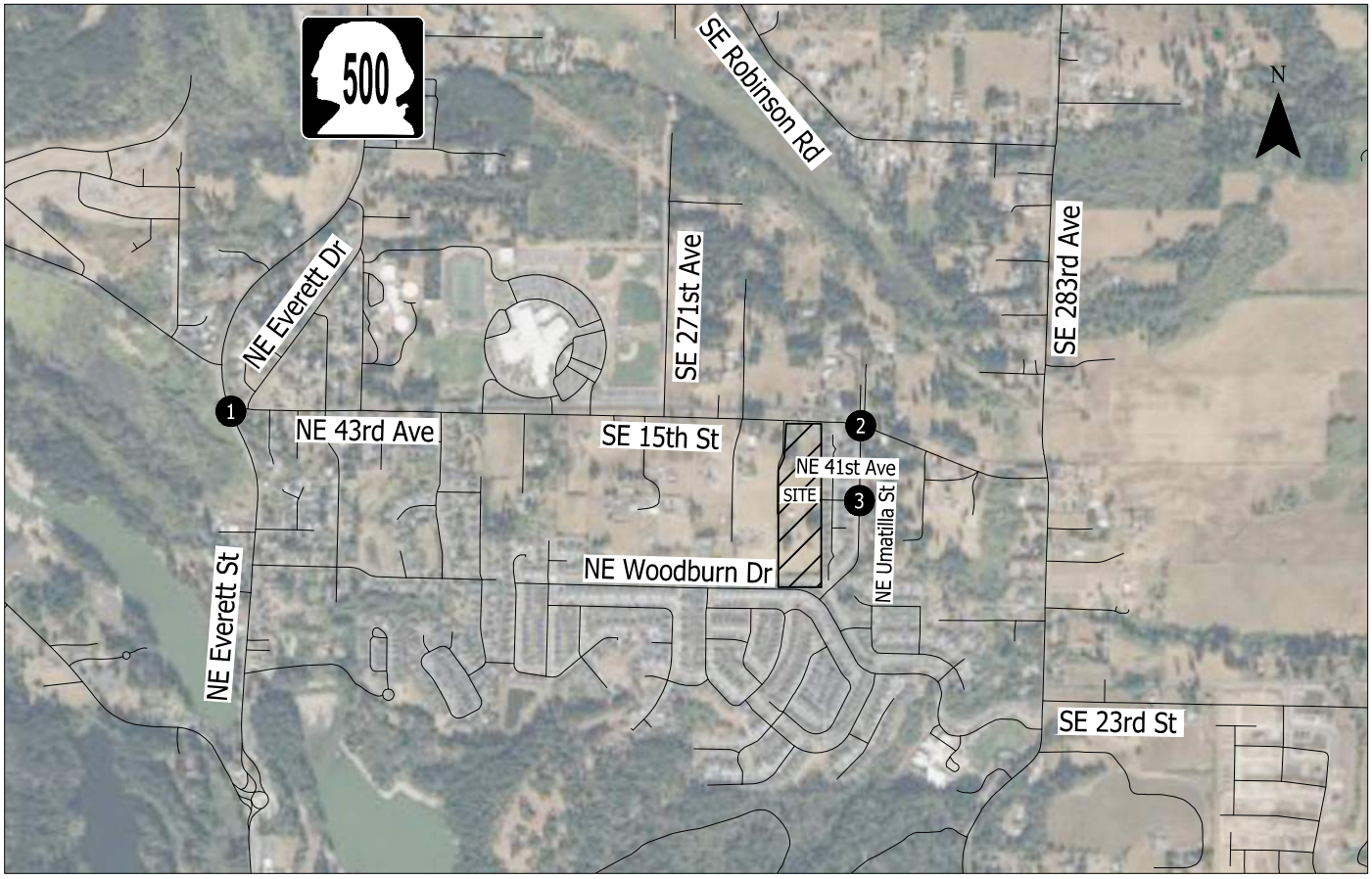


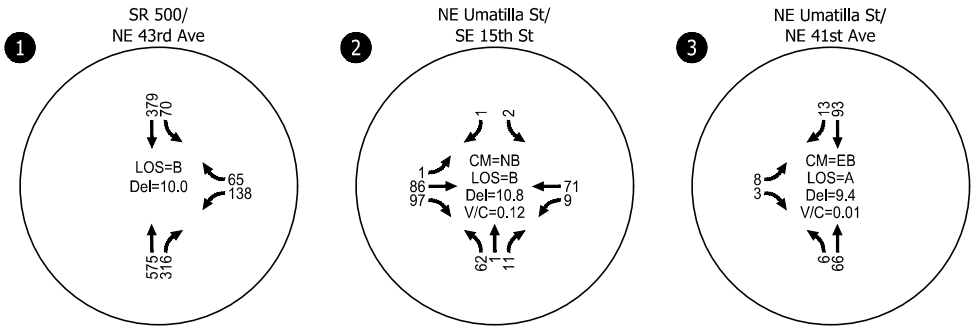
CM = INTERSECTION MOVEMENT (UNSIGNALIZED)
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V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/ CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

2028 Background Traffic Conditions
Weekday AM Peak Hour
Camas, WA

Figure
6

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CM = INTERSECTION MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/ CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

2028 Background Traffic Conditions
Weekday PM Peak Hour
Camas, WA

Figure
7

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PROPOSED DEVELOPMENT

Romano Capital, Inc. proposes to develop up to 32 single-family detached homes on the project site, with construction and full occupancy anticipated by 2028. Vehicle access to the project site will be via an extension of NE 41st Avenue. The existing home, buildings, and driveway access will be removed with site development.

Trip Generation Estimates

The anticipated weekday daily, AM, and PM peak hour vehicular trips for the proposed development were calculated based on fitted equation trip rates from the *Trip Generation Manual, 12th Edition*, published by the Institute of Transportation Engineers (ITE, Reference 6). Table 4 summarizes the residential development phase trip generation estimate, reflecting the average rate for daily trips and fitted equation trip rates during the AM and PM peak hours.

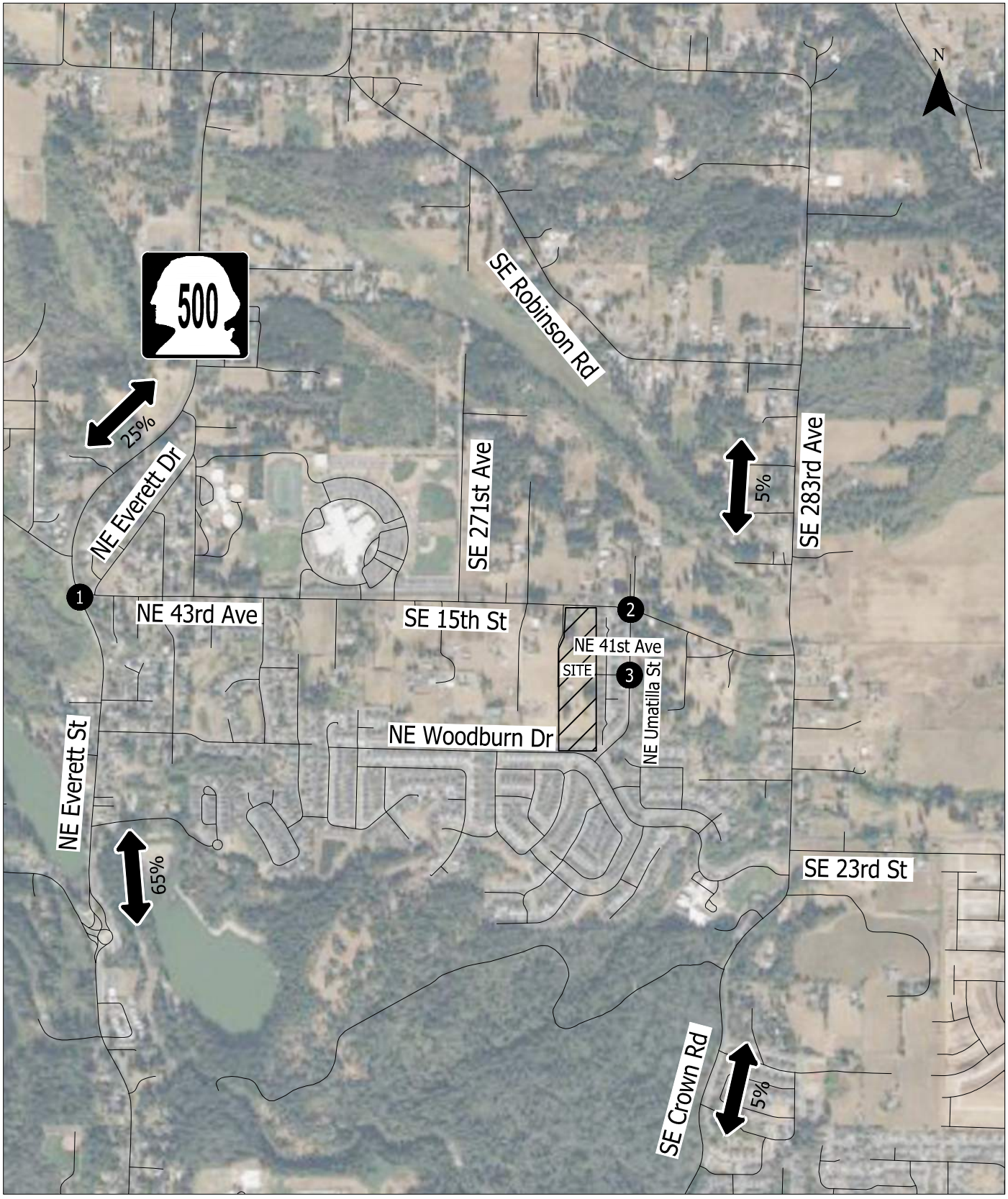
Table 4. Estimated Site Trip Generation

Land Use	ITE Code	Size (units)	Daily Trips	Weekday AM Peak			Weekday PM Peak		
				Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	32	302	27	7	20	34	21	13

Note that no trip reduction was made for the existing home on the project site to provide a conservative analysis and recognizing that the existing home access is to NE 43rd Avenue-SE 15th Street. Trip credits for the existing single-family home should be considered for Traffic Impact Fee assessment purposes per standard City of Camas practice.

Trip Distribution and Assignment

The site generated trips shown in Table 4 were assigned using the Southwest Washington Regional Transportation Council (RTC) travel demand modeling of nearby TAZs utilized for other residential projects in the area. Figure 8 illustrates the estimated trip distribution pattern while the assignment of AM and PM peak hour trips to the study intersections are shown in Figures 9 and 10, respectively.



- Study Intersections

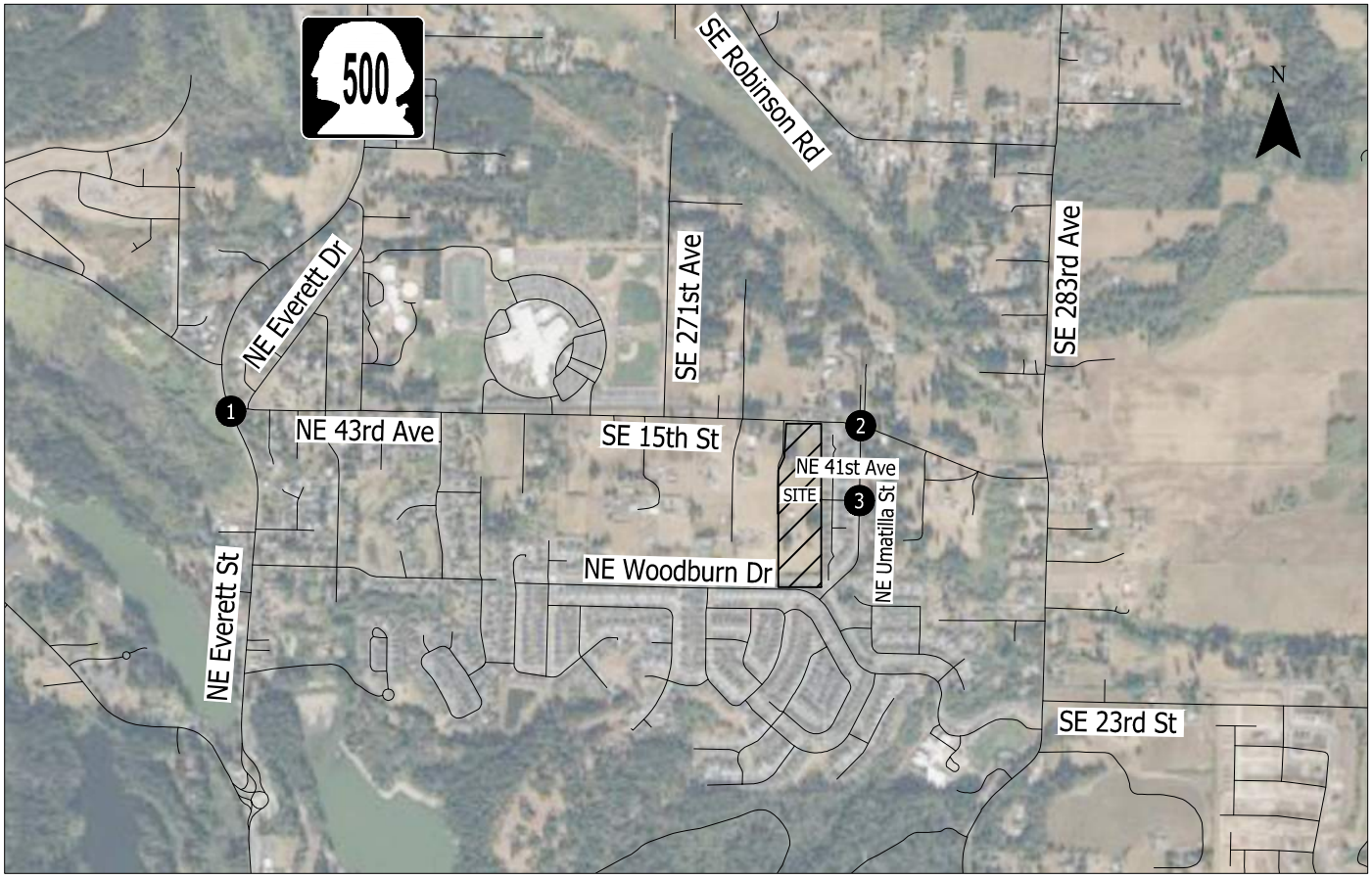
Site Area

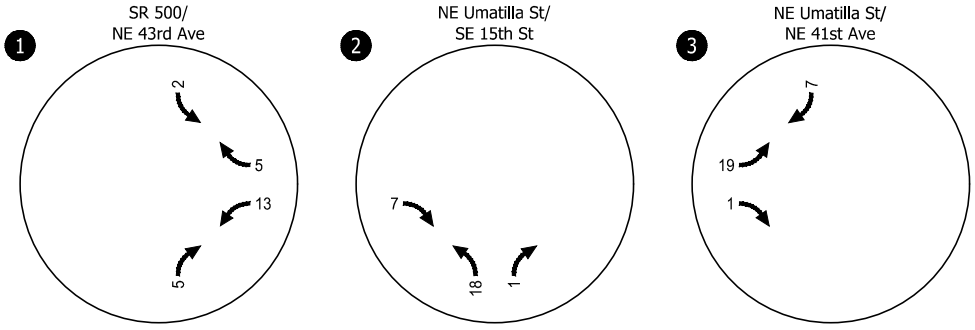
XX% Trip Distribution Percentage

Estimated Trip Distribution Pattern
Camas, WA

Figure
8

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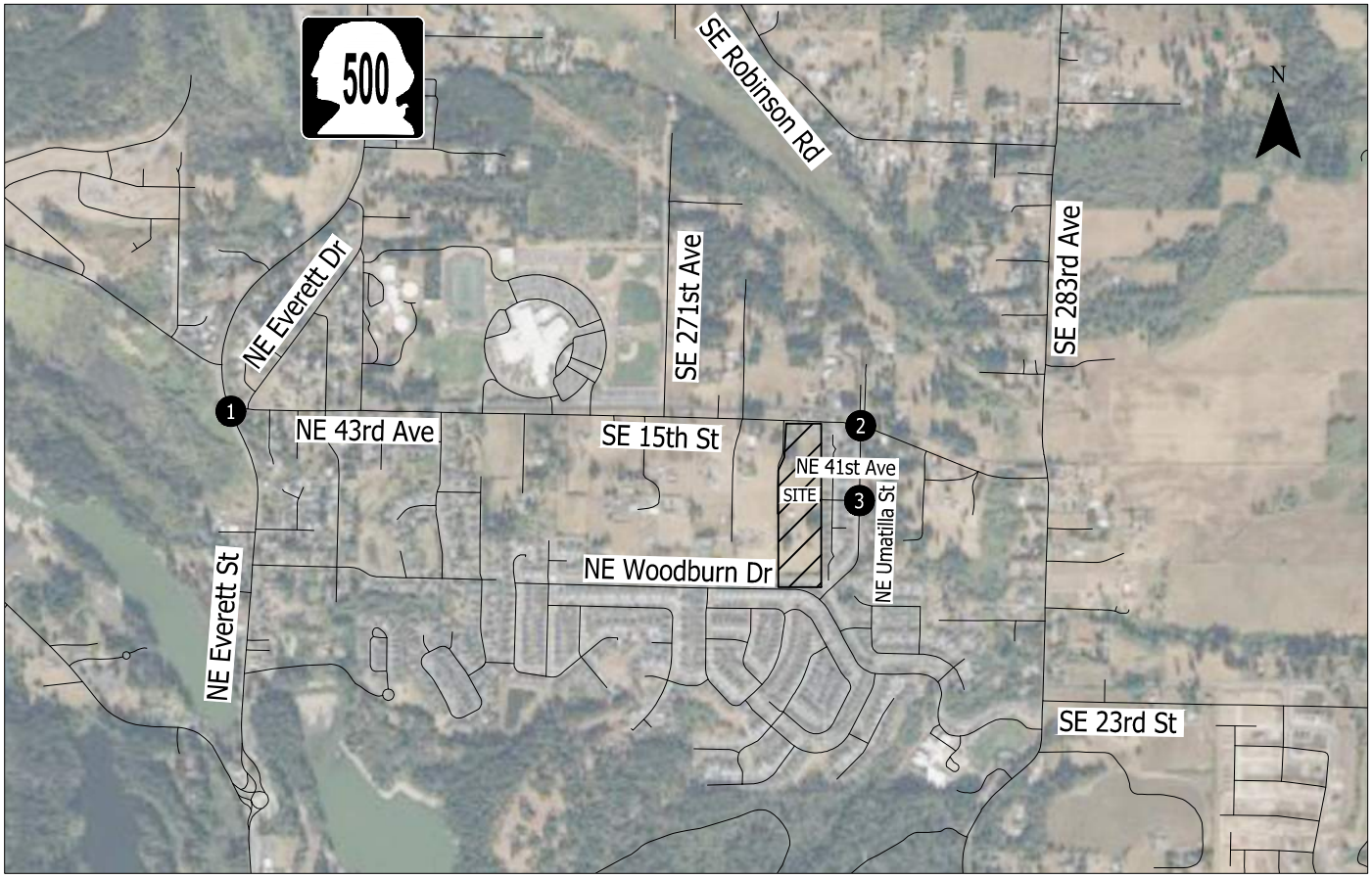
- Study Intersections

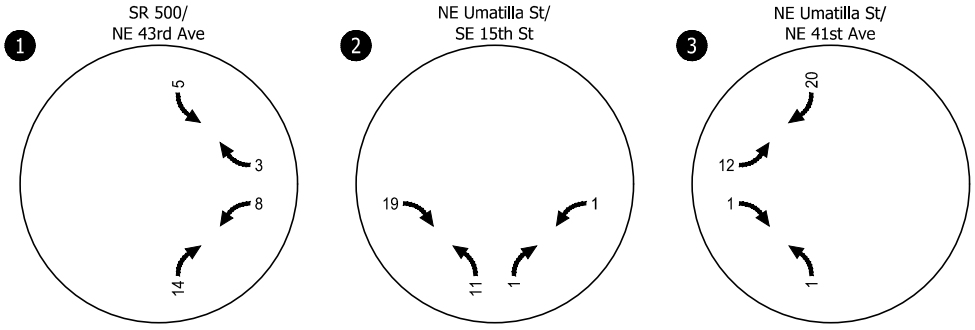
Site Area

Estimated Trip Assignment
Weekday AM Peak Hour
Camas, WA

Figure
9

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- Study Intersections

Site Area

Estimated Trip Assignment
Weekday PM Peak Hour
Camas, WA

Figure
10

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2028 TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis forecasts how the study intersections will operate with the traffic associated with full occupancy of the proposed development. The site-generated trips shown in Figures 9 and 10 were added to the 2028 background traffic volumes reflected in Figures 6 and 7 to arrive at the 2028 total traffic volumes shown in Figures 11 and 12. Figures 11 and 12 also include the resulting intersection operations under total traffic conditions. Tables 5 and 6 summarize intersection operations for the AM and PM peak hour analysis periods, respectively. All study intersections are projected to satisfy the applicable LOS standards under weekday total traffic AM and PM peak hour conditions.

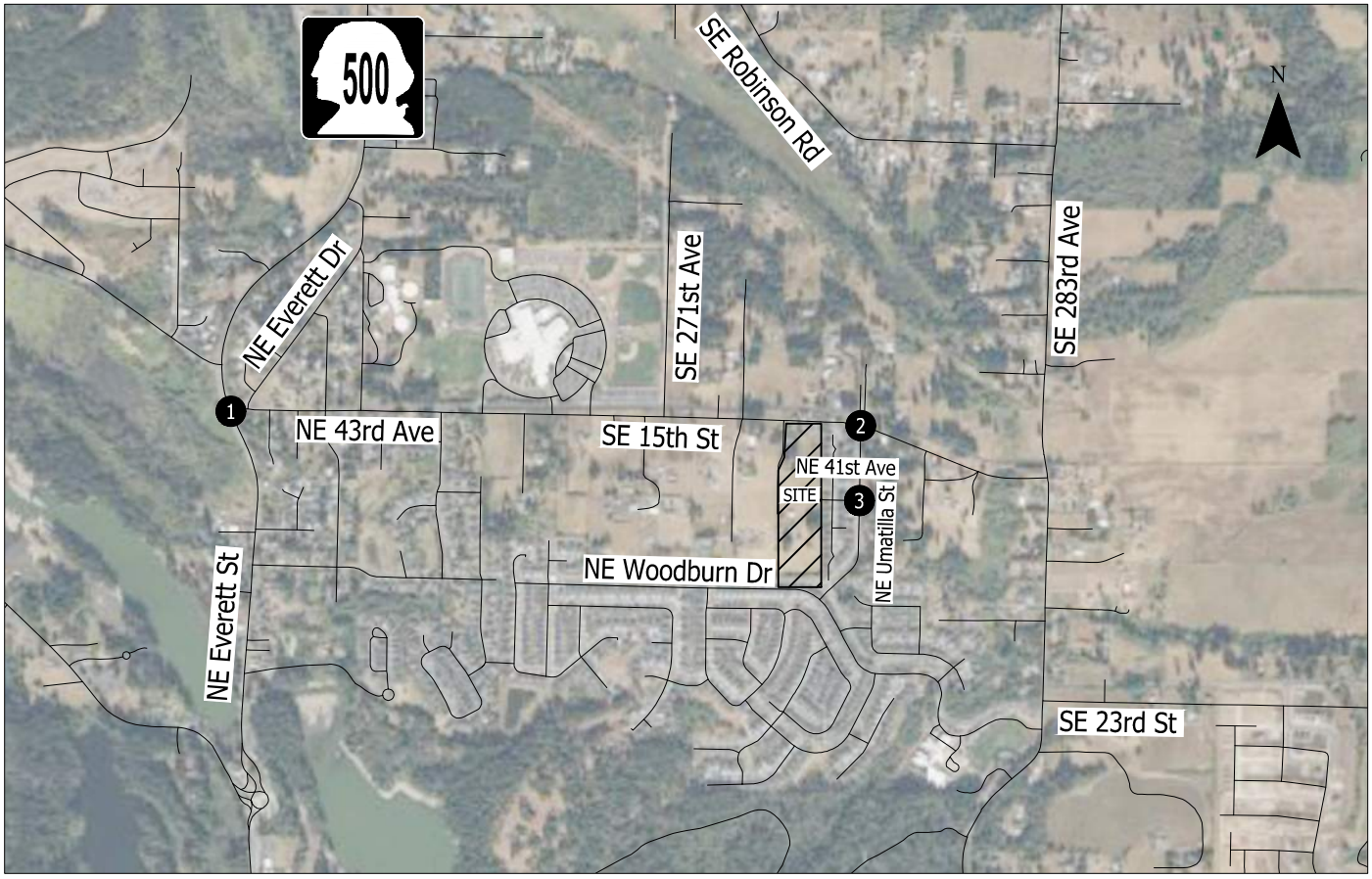
Table 5. Projected Weekday AM Peak Hour Study Intersection Operations Summary

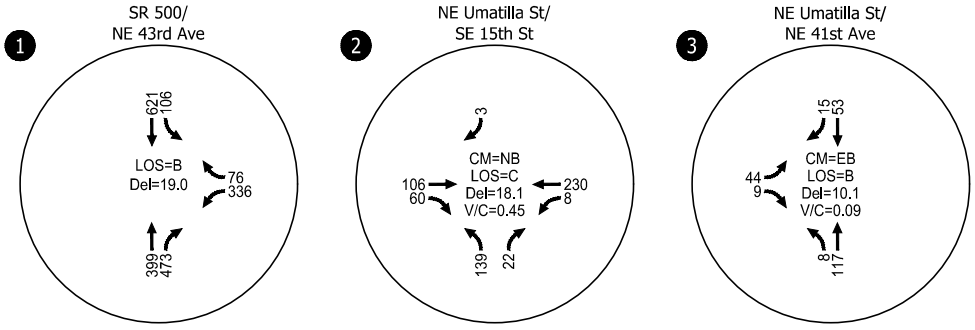
ID	Study Intersection	Traffic Control	LOS Standard	Existing Conditions	2028 Background Traffic	2028 Total Traffic
1	SR 500/ NE 43rd Ave	Signalized	LOS E	LOS B, 14.9 sec	LOS B, 18.1 sec	LOS B, 19.0 sec
2	NE Umatilla St/ SE 15th St	Stop	LOS D	CA = NB LOS C, 15.8 sec V/C = 0.37	CA = NB LOS C, 16.8 sec V/C = 0.39	CA = NB LOS C, 18.1 sec V/C = 0.45
3	NE Umatilla St/ NE 41st Ave	Stop	LOS D	CA = EB LOS A, 9.8 sec V/C = 0.05	CA = EB LOS A, 9.8 sec V/C = 0.05	CA = EB LOS A, 10.1 sec V/C = 0.09

Table 6. Projected Weekday PM Peak Hour Study Intersection Operations Summary

ID	Study Intersection	Traffic Control	LOS Standard	Existing Conditions	2028 Background Traffic	2028 Total Traffic
1	SR 500/ NE 43rd Ave	Signalized	LOS E	LOS A, 8.4 sec	LOS B, 10.0 sec	LOS B, 10.3 sec
2	NE Umatilla St/ SE 15th St	Stop	LOS D	CA = NB LOS B, 10.3 sec V/C = 0.11	CA = NB LOS B, 10.8 sec V/C = 0.12	CA = NB LOS B, 11.1 sec V/C = 0.14
3	NE Umatilla St/ NE 41st Ave	Stop	LOS D	CA = EB LOS A, 9.4 sec V/C = 0.01	CA = EB LOS A, 9.4 sec V/C = 0.01	CA = EB LOS A, 9.6 sec V/C = 0.03

Appendix G contains the year 2028 total traffic conditions worksheets.



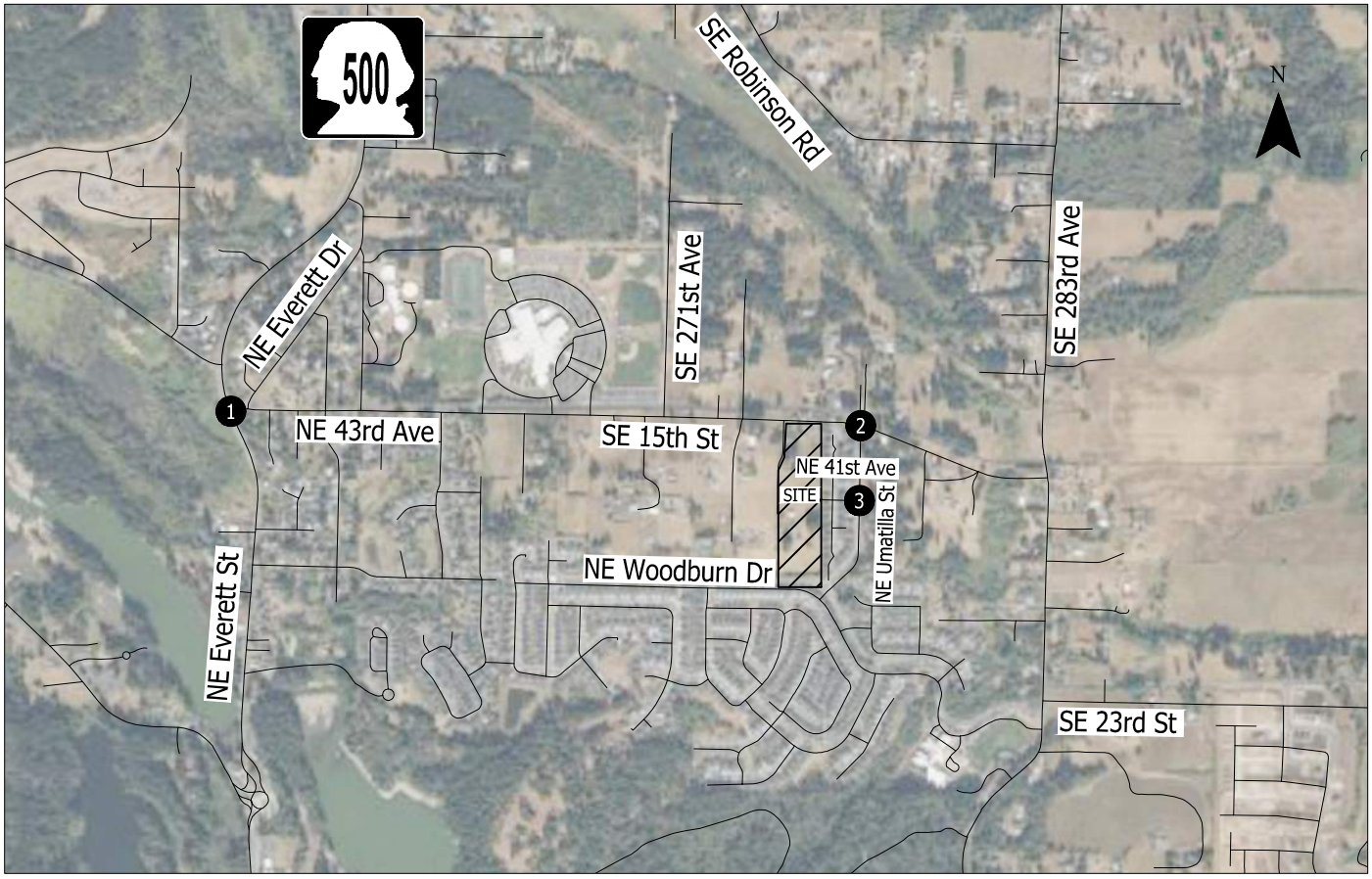


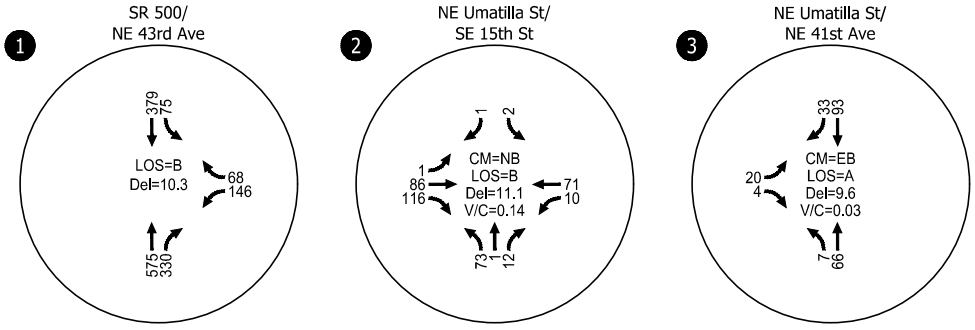
CM = INTERSECTION MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/ CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

2028 Total Traffic Conditions
Weekday AM Peak Hour
Camas, WA

Figure
11

H:\31\31876 - Uhacz Residential\report\figs\31876 figs.dwg Mar 09, 2026 - 1:14pm - jhollingsworth Layout Tab: Total AM





CM = INTERSECTION MOVEMENT (UNSIGNALIZED)
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/ CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/ CRITICAL MOVEMENT DELAY (UNSIGNALIZED)
V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO (SIGNALIZED)/ CRITICAL MOVEMENT VOLUME-TO-CAPACITY RATIO (UNSIGNALIZED)

2028 Total Traffic Conditions
Weekday PM Peak Hour
Camas, WA

Figure
12

H:\31\31876 - Uhacz Residential\report\figs\31876 figs.dwg Mar 09, 2026 - 1:15pm - jhollingsworth Layout Tab: Total PM

TURN LANE CONSIDERATIONS

The potential need for a northbound left-turn lane on NE Umatilla Street at NE 41st Avenue and a westbound left-turn lane on SE 15th Street at NE Umatilla Street was considered. As previously noted, SE 15th Street is designated as a City 2/3-lane arterial and NE Umatilla Street is designated as a City 2-lane collector.

Both intersections are projected to operate well with minimal delay. Further, there is no northbound left-turn lane need or westbound left-turn lane need based on the projected intersections volumes and the volume-based criteria in Chapter 1310 of the *WSDOT Design Manual* (Reference 7) as shown in Appendix H.

INTERSECTION SIGHT DISTANCE

Documentation demonstrating adequate intersection sight distance and vision clearance at the new public street roadways and intersections will be provided by AKS Engineering & Forestry, LLC through the site plan application process. We recommend that on-site landscaping, signage, and any new above-ground utilities be appropriately located and maintained to provide adequate intersection sight distance and vision clearance per applicable City requirements.

PROPORTIONATE SHARE CONTRIBUTIONS

The City of Vancouver collects proportionate share fee contributions from all future developments that add one or more site-generated trips to an adopted list of intersections that require mitigation. Table 5 provides a summary of the current proportional share fee intersections, the mitigation cost per trip, the estimated number of site-generated trips added based on the proposed site plan as well as the corresponding mitigation fee anticipated.

Table 5. City of Vancouver Proportionate Share Fee Summary

Mitigation Location	Mitigation Cost/Peak Hour Trip	Peak Hour Trips Added	Estimated Mitigation 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	3	$1,200
192nd Ave & SE 34th St	$150/PM	0	$0
192nd Ave & SR-14 ramps	$2,000/PM	0	$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	2	$600
NE 179th Place & NE 18th Street	$900/PM	2	$1,800
NE 187th Avenue & NE 18th Street	$1,200/PM	2	$2,400
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

SUMMARY

- All study intersections experience performance levels that satisfy the applicable operating parameters today and in 2028 assuming full occupancy of the homes.
- A northbound left-turn lane on NE Umatilla St at NE 41st Ave and a westbound left-turn lane on SE 15th St at NE Umatilla St were not found to be needed.
- The proposed site development is projected to add weekday PM peak hour trips to the following intersections where the City of Vancouver assesses proportional share mitigation payments:
  - NE 192nd Avenue/NE 13th Street: 3 trips
  - NE 172nd Avenue/NE 18th Street: 2 trips
  - NE 179th Place/NE 18th Street mitigation: 2 trips
  - NE 187th Avenue/NE 18th Street: 2 trips

Based on the traffic operations analysis findings and subject to City of Camas review and direction, we recommend the following in conjunction with the proposed site development.

- Subject to City of Vancouver concurrence and final residential unit count confirmation, pay the following proportional share intersection fees as identified per City of Vancouver requirements:
  - $2,200 towards NE 192nd Avenue/NE 13th Street mitigation
  - $600 towards NE 172nd Avenue/NE 18th Street mitigation
  - $1,800 towards NE 179th Place/NE 18th Street mitigation
  - $2,400 towards NE 187th Avenue/NE 18th Street mitigation
- Locate and maintain site landscaping, above-ground utilities, and site signage at all local street intersections within and adjacent to the site to provide adequate intersection sight distance and vision clearance per applicable City requirements.

REFERENCES

1. City of Camas. *Transportation Impact Study Guidelines*. June 10, 2019.
2. Transportation Research Board. *Highway Capacity Manual, 7th Edition*. 2022.
3. Washington State Department of Transportation. *WSDOT Design Manual M 22-01.22 – Chapter 320: Traffic Analysis*. September 2024.
4. Washington State Department of Transportation. Functional Classification Map, accessed March 2026. https://www.wsdot.wa.gov/data/tools/geoportal/?config=functionalclass
5. City of Camas. Camas 2035. https://www.cityofcamas.us/sites/default/files/fileattachments/community_development/page/5971/comprehensive_plan_camas_2035.pdf
6. Institute of Transportation Engineers. *Trip Generation Manual, 12th Edition*. August 2025.

LIST OF APPENDICES

A. Traffic Study Scoping Documentation

B. WSDOT Crash Data

C. Traffic Count Data

D. Existing Conditions Analysis Worksheets

E. In-Process Data

F. Year 2028 Background Traffic Conditions Analysis Worksheets

G. Year 2028 Total Traffic Conditions Analysis Worksheets

H. WSDOT Design Manual Left-Turn Lane Criteria

Appendix A : Traffic Study Scoping Documentation

James Hollingsworth

From: Anita Ashton <AAshton@cityofcamas.us>
Sent: Monday, May 5, 2025 12:35 PM
To: Chris Brehmer; Curleigh (Jim) Carothers
Subject: RE: PA25-1036 Uhaz Traffic Study Scoping
Attachments: PA25-1036 Pre-Application Meeting Notes REVISED 03.10.25.pdf

[External Sender]

Chris,
I've attached the pre-app notes for your information.
You don't need to do counts on the interior road intersection (41st and Tacoma).
You do need the others as noted below and they will have to provide another access onto SE 15th St. (county) from the development.

Let us know if you have any other questions. Thanks

Anita Ashton
Engineering Project Manager
Community Development Dept.
Office Hours: 8:00-5:00, Closed 12:00-1:00
Desk 360-817-7231
www.cityofcamas.us | *aashton@cityofcamas.us*

The City of Camas has gone digital! Apply for permits online through our new Civic Access Portal at www.cityofcamas.us/permits.

From: Chris Brehmer <CBREHMER@kittelson.com>
Sent: Friday, May 2, 2025 1:53 PM
To: Curleigh (Jim) Carothers <jcarothers@cityofcamas.us>
Cc: Anita Ashton <AAshton@cityofcamas.us>
Subject: PA25-1036 Uhaz Traffic Study Scoping

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Hi Curleigh,

Romano Capital asked us to prepare a traffic study for the proposed 31 lot residential development at 27429 SE 15th Street. I understand there is more coordination work to be done with the City but it sounds like the study will be needed this summer and I'm hoping to collect traffic counts here in May while school is still in session. I'm reaching out to try to assess what locations to count.
41st
It appears to me that the only site access initially will be to the east connecting with NE 41st Avenue out to NE Umatilla Street. With 31 homes proposed, the site trip generation should be on the order of 26 AM peak hour trips and 33 peak hour trips (Trip Generation Manual, 11th Edition single family detached home rates). As such, the project would add more than 20 peak hour trips through NE Tacoma Street/NE 41st Avenue and NE Umatilla

Street/NE 41st Avenue. I think it is possible we might also see 20+ trips at SE 15th Street/NE Umatilla Street and NE 43rd/SR 500 (NE Everett Street).



Would you want to see analysis of these four intersections or are any unnecessary (I'm wondering specifically if NE Tacoma Street/NE 41st Avenue is necessary given the configuration).

Thank you,
Chris

Christopher L Brehmer, PE*
Senior Principal Engineer
(*he/him*)
*Licensed in OR, WA, MO and NV

Kittelson & Associates, Inc.
Transportation Engineering & Planning
851 SW 6th Avenue, Suite 600
Portland, OR 97204
503.228.5230
503.535.7433 (direct)

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Appendix B : WSDOT Crash Data

OFFICER REPORTED CRASHES THAT OCCURRED *at* OR *in the vicinity of* MULTIPLE INTERSECTIONS IN THE CITY OF CAMAS

11/19/2019 - 11/19/2025 *See 2nd tab below for road info*

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

KAI Intersection #	KAI Intersection Name	JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	BLOCK NUMBER	INTERSECTING TRAFFICWAY	DIST FROM REF POINT	MI or FT	COMP DIR FROM REF POINT	REFERENCE POINT NAME	MILEPOST	A / B	SR ONLY ACCUMULATIVE ROUTE MILEPOST (ARM)	SR ONLY HISTORY / SUSPENSE IND	REPORT NUMBER
2	15th St @ 273rd Ave / 274th Ct	City Street	Clark	Camas	SE 15TH ST			37	F	E	SE 273RD AVE				No	EE62926
3	15th St / Nourse Rd @ Umatilla St	City Street	Clark	Camas	SE NOURSE RD		NE UMATILLA ST								No	EE50493
1	SR 500 / Everett St @ 43rd Ave	State Route	Clark	Camas	500							17.33		19.16	No	EG36167
1	SR 500 / Everett St @ 43rd Ave	State Route	Clark	Camas	500							17.33		19.16	No	EG38916
1	SR 500 / Everett St @ 43rd Ave	State Route	Clark	Camas	500							17.33		19.16	No	EC13028
1	SR 500 / Everett St @ 43rd Ave	State Route	Clark	Camas	500							17.33		19.16	No	EC02446
1	SR 500 / Everett St @ 43rd Ave	State Route	Clark	Camas	500							17.33		19.16	No	EG22109
1	SR 500 / Everett St @ 43rd Ave	State Route	Clark	Camas	500							17.33		19.16	No	EF15278

DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	# FAT	# VEH	# PEDS	# BIKES	VEHICLE 1 TYPE	VEHICLE 2 TYPE	JUNCTION RELATIONSHIP
03/26/2024	08:48	Possible Injury	1	0	1	0	0	Passenger Car		Not at Intersection and Not Related
02/08/2024	07:06	Suspected Minor Injury	1	0	1	0	0	Passenger Car		At Intersection and Not Related
09/04/2025	16:45	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
10/17/2025	06:47	Possible Injury	3	0	3	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
01/11/2022	08:25	Suspected Minor Injury	3	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Passenger Car	At Intersection and Related
12/14/2021	08:40	No Apparent Injury	0	0	1	0	0	Passenger Car		At Intersection and Related
08/21/2025	12:04	Suspected Minor Injury	4	0	2	0	0	Passenger Car	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related
09/13/2024	22:45	No Apparent Injury	0	0	2	0	0	Pickup,Panel Truck or Vanette under 10,000 lb	Pickup,Panel Truck or Vanette under 10,000 lb	At Intersection and Related

WEATHER	ROADWAY SURFACE CONDITION	LIGHTING CONDITION	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION	VEHICLE 1 COMPASS DIRECTION FROM	VEHICLE 1 COMPASS DIRECTION TO
Overcast	Wet	Daylight	Fire Hydrant	Going Straight Ahead		East	West
Raining	Wet	Daylight	Mailbox	Negotiating a Curve		East	West
Clear or Partly Cloudy	Dry	Daylight	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South
Raining	Wet	Dark-Street Lights On	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	Northwest	East
Raining	Wet	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East
Clear	Ice	Daylight	Traffic Island	Making Left Turn		North	East
Clear or Partly Cloudy	Dry	Daylight	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead	North	East
Clear or Partly Cloudy	Dry	Dark-Street Lights On	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign	North	South

VEHICLE 2 COMPASS DIRECTION FROM	VEHICLE 2 COMPASS DIRECTION TO	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 1)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 1 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 2 (UNIT 2)	MV DRIVER CONTRIBUTING CIRCUMSTANCE 3 (UNIT 2)
		Eating or Drinking					
		Lost in Thought / Day Dreaming					
North	Vehicle Stopped	Operating Handheld Cell Phone	Disregard Traffic Sign and Signals		None		
Southeast	Northwest	Did Not Grant RW to Vehicle			None		
South	North	Did Not Grant RW to Vehicle			None		
		None					
South	North	Did Not Grant RW to Vehicle			None		
North	Vehicle Stopped	Other Distractions			None		

FIRST IMPACT LOCATION (City, County & Misc Trafficways - 2010 forward)	WA STATE PLANE SOUTH - X 2010 - FORWARD	WA STATE PLANE SOUTH - Y 2010 - FORWARD
Past the Outside Shoulder of Primary Trafficway	1156263.39	106956.29
Past the Outside Shoulder of Primary Trafficway	1157145.83	106902.01
Lane 1 Increasing Milepost	1152219.53	107017.48
Lane 1 Decreasing Milepost	1152219.53	107017.48
Lane 1 Decreasing Milepost	1152219.53	107017.48
Decreasing Other Location	1152219.53	107017.48
Lane 2 Decreasing Milepost	1152219.53	107017.48
Lane 1 Increasing Milepost	1152219.53	107017.48

CITY STREET INTERSECTIONS

15th St @ 273rd Ave / 274th Ct

15th St / Nourse Rd @ Umatilla St

41st Ct @ Umatilla St – *No Reported Crashes*

STATE ROUTE INTERSECTION

SR 500 (aka Everett St, mp 17.30 – 17.40) @ 43rd Ave

Appendix C : Traffic Count Data

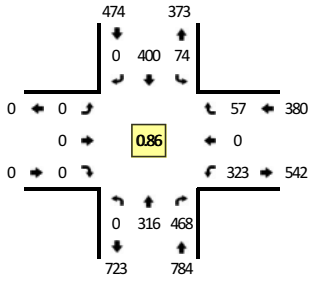
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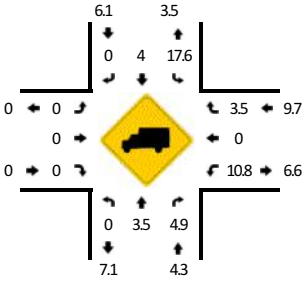
Method for determining peak hour: Total Entering Volume

LOCATION: NE Everett St -- NE 43rd Ave
CITY/STATE: Camas, WA

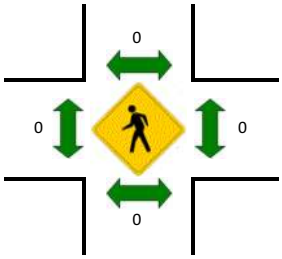
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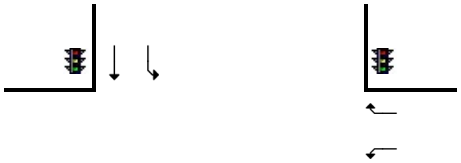
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:05 AM -- 8:20 AM

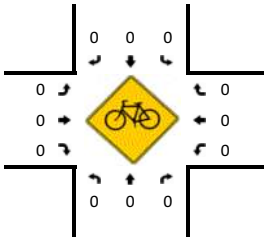


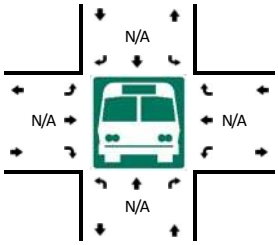


TRUE DATA TO IMPROVE MOBILITY

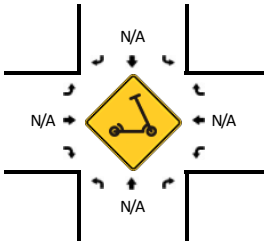












5-Min Count Period Beginning At	NE Everett St (Northbound)				NE Everett St (Southbound)				NE 43rd Ave (Eastbound)				NE 43rd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	13	13	0	3	15	0	0	0	0	0	0	14	0	3	0	61	
7:05 AM	0	10	12	0	0	16	0	0	0	0	0	0	8	0	3	0	49	
7:10 AM	0	11	6	0	0	16	0	0	0	0	0	0	10	0	4	0	47	
7:15 AM	0	11	14	0	2	6	0	0	0	0	0	0	12	0	2	0	47	
7:20 AM	0	11	9	0	3	13	0	0	0	0	0	0	18	0	3	0	57	
7:25 AM	0	11	13	0	0	9	0	0	0	0	0	0	7	0	2	0	42	
7:30 AM	0	14	21	0	2	23	0	0	0	0	0	0	16	0	2	0	78	
7:35 AM	0	23	33	0	3	20	0	0	0	0	0	0	23	0	8	0	110	
7:40 AM	0	20	47	0	5	24	0	0	0	0	0	0	27	0	4	0	127	
7:45 AM	0	18	37	0	5	22	0	0	0	0	0	0	37	0	9	0	128	
7:50 AM	0	15	28	0	2	39	0	0	0	0	0	0	15	0	7	0	106	
7:55 AM	0	25	25	0	8	35	0	0	0	0	0	0	11	0	4	0	108	960
8:00 AM	0	29	30	0	12	44	0	0	0	0	0	0	13	0	5	0	133	1032
8:05 AM	0	57	49	0	8	26	0	0	0	0	0	0	24	0	8	0	172	1155
8:10 AM	0	33	50	0	7	41	0	0	0	0	0	0	21	0	6	0	158	1266
8:15 AM	0	21	41	0	16	42	0	0	0	0	0	0	23	0	5	0	148	1367
8:20 AM	0	20	47	0	9	35	0	0	0	0	0	0	27	0	3	0	141	1451
8:25 AM	0	20	51	0	2	25	0	0	0	0	0	0	35	0	1	0	134	1543
8:30 AM	0	22	39	0	2	27	0	0	0	0	0	0	40	0	1	0	131	1596
8:35 AM	0	29	44	0	0	29	0	0	0	0	0	0	41	0	4	0	147	1633
8:40 AM	0	27	27	0	3	35	0	0	0	0	0	0	36	0	4	0	132	1638
8:45 AM	0	12	19	0	2	32	0	0	0	0	0	0	31	0	0	0	96	1606
8:50 AM	0	18	11	0	2	23	0	0	0	0	0	0	13	0	2	0	69	1569
8:55 AM	0	15	17	0	0	15	0	0	0	0	0	0	3	0	1	0	51	1512

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	444	560	0	124	436	0	0	0	0	0	0	272	0	76	0	1912
Heavy Trucks	0	16	24		20	0	0		0	0	0		20	0	0		80
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/3/2026 3:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

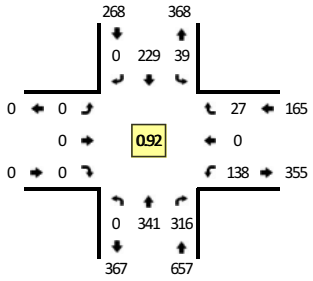
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Method for determining peak hour: Total Entering Volume

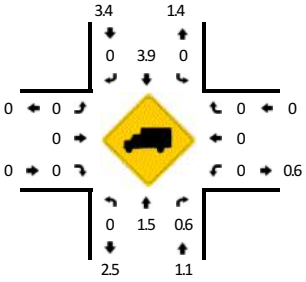
LOCATION: NE Everett St -- NE 43rd Ave
CITY/STATE: Camas, WA

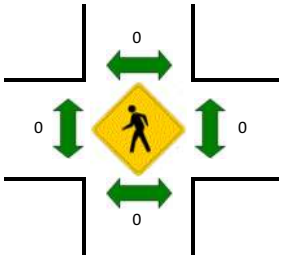
QC JOB #: 16591616
DATE: Wed, May 15 2024

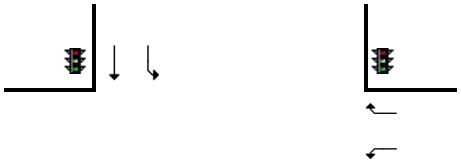
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

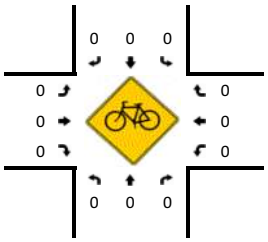


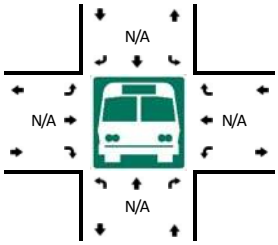




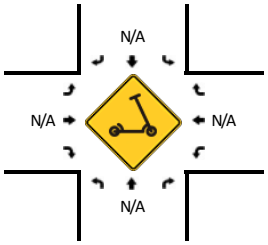












5-Min Count Period Beginning At	NE Everett St (Northbound)				NE Everett St (Southbound)				NE 43rd Ave (Eastbound)				NE 43rd Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	23	16	0	1	15	0	0	0	0	0	0	8	0	1	0	64	
4:05 PM	0	32	15	0	2	20	0	0	0	0	0	0	16	0	2	0	87	
4:10 PM	0	21	12	0	3	23	0	0	0	0	0	0	15	0	1	0	75	
4:15 PM	0	20	6	0	2	22	0	0	0	0	0	0	18	0	3	0	71	
4:20 PM	0	20	16	0	2	20	0	0	0	0	0	0	13	0	1	0	72	
4:25 PM	0	25	10	0	1	16	0	0	0	0	0	0	9	0	3	0	64	
4:30 PM	0	20	14	0	5	18	0	0	0	0	0	0	5	0	1	0	63	
4:35 PM	0	21	9	0	1	15	0	0	0	0	0	0	17	0	2	0	65	
4:40 PM	0	17	16	0	4	19	0	0	0	0	0	0	5	0	3	0	64	
4:45 PM	0	17	16	0	2	23	0	0	0	0	0	0	18	0	2	0	78	
4:50 PM	0	31	32	0	2	14	0	0	0	0	0	0	11	0	4	0	94	
4:55 PM	0	30	29	0	2	16	0	0	0	0	0	0	9	0	2	0	88	885
5:00 PM	0	33	25	0	4	20	0	0	0	0	0	0	12	0	4	0	98	919
5:05 PM	0	28	23	0	2	19	0	0	0	0	0	0	13	0	2	0	87	919
5:10 PM	0	25	19	0	2	12	0	0	0	0	0	0	13	0	2	0	73	917
5:15 PM	0	21	28	0	6	22	0	0	0	0	0	0	17	0	2	0	96	942
5:20 PM	0	24	22	0	5	19	0	0	0	0	0	0	14	0	3	0	87	957
5:25 PM	0	29	27	0	4	19	0	0	0	0	0	0	8	0	3	0	90	983
5:30 PM	0	33	24	0	1	19	0	0	0	0	0	0	13	0	1	0	91	1011
5:35 PM	0	38	36	0	6	26	0	0	0	0	0	0	7	0	2	0	115	1061
5:40 PM	0	26	20	0	3	25	0	0	0	0	0	0	12	0	0	0	86	1083
5:45 PM	0	23	31	0	2	18	0	0	0	0	0	0	9	0	2	0	85	1090
5:50 PM	0	28	28	0	0	20	0	0	0	0	0	0	11	0	3	0	90	1086
5:55 PM	0	22	24	0	2	18	0	0	0	0	0	0	16	0	1	0	83	1081

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	400	348	0	44	256	0	0	0	0	0	0	112	0	24	0	1184
Heavy Trucks	0	4	0		0	0	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/3/2026 3:29 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

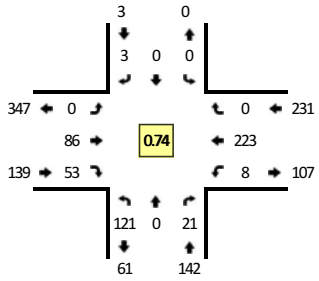
Type of peak hour being reported: User-Defined

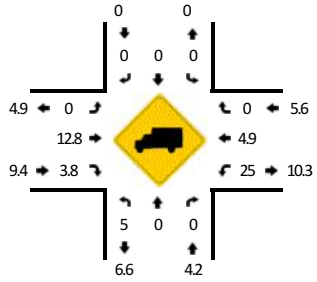
Method for determining peak hour: Total Entering Volume

LOCATION: NE Umatilla St -- SE 15th St/SE Nourse Rd
CITY/STATE: Camas, WA

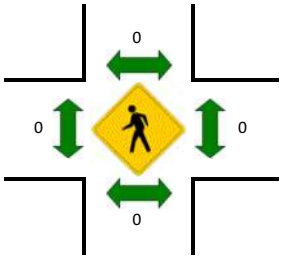
QC JOB #: 17062001
DATE: Tue, May 13 2025

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

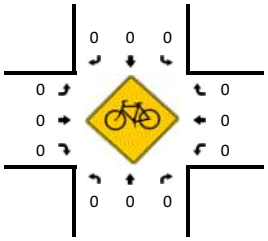


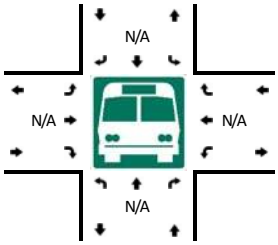


TRUE DATA TO IMPROVE MOBILITY

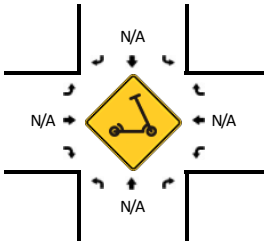












5-Min Count Period Beginning At	NE Umatilla St (Northbound)				NE Umatilla St (Southbound)				SE 15th St/SE Nourse Rd (Eastbound)				SE 15th St/SE Nourse Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	0	1	0	0	0	0	0	0	2	1	0	0	4	0	0	13	
7:05 AM	2	0	0	0	0	0	0	0	0	4	4	0	0	3	0	0	13	
7:10 AM	7	0	0	0	0	0	0	0	0	1	3	0	0	6	0	0	17	
7:15 AM	5	0	1	0	0	0	0	0	0	4	4	0	0	7	0	0	21	
7:20 AM	2	0	2	0	0	0	0	0	0	1	2	0	0	10	0	0	17	
7:25 AM	7	0	0	0	0	0	1	0	0	4	1	0	1	5	0	0	19	
7:30 AM	5	0	0	0	0	0	0	0	0	1	2	0	0	8	0	0	16	
7:35 AM	7	0	1	0	0	0	0	0	0	3	0	0	0	6	0	0	17	
7:40 AM	10	0	0	0	0	0	0	0	0	3	2	0	1	10	0	0	26	
7:45 AM	5	0	4	0	0	0	0	0	0	7	0	0	1	9	0	0	26	
7:50 AM	14	0	5	0	0	0	0	0	0	5	1	0	3	18	0	0	46	
7:55 AM	6	0	4	0	0	0	1	0	0	3	5	0	0	18	0	0	37	268
8:00 AM	6	0	2	0	0	0	0	0	0	8	8	0	1	15	0	0	40	295
8:05 AM	11	0	0	0	0	0	0	0	0	8	4	0	0	20	0	0	43	325
8:10 AM	14	0	1	0	0	0	0	0	0	6	2	0	2	27	0	0	52	360
8:15 AM	18	0	2	0	0	0	0	0	0	9	3	0	0	24	0	0	56	395
8:20 AM	12	0	0	0	0	0	1	0	0	6	6	0	0	24	0	0	49	427
8:25 AM	19	0	1	0	0	0	0	0	0	9	5	0	0	35	0	0	69	477
8:30 AM	13	0	0	0	0	0	0	0	0	7	3	0	0	19	0	0	42	503
8:35 AM	2	0	0	0	0	0	1	0	0	10	10	0	0	9	0	0	32	518
8:40 AM	1	0	2	0	0	0	0	0	0	8	6	0	1	5	0	0	23	515
8:45 AM	6	0	0	0	0	0	0	0	0	7	7	0	0	10	0	0	30	519
8:50 AM	3	0	1	0	0	0	0	0	0	3	4	0	1	4	0	0	16	489
8:55 AM	2	0	0	0	0	0	0	0	0	5	5	0	0	3	0	0	15	467

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	196	0	12	0	0	0	4	0	0	96	56	0	0	332	0	0	696
Heavy Trucks	12	0	0		0	0	0		0	4	4		0	32	0		52
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/3/2026 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

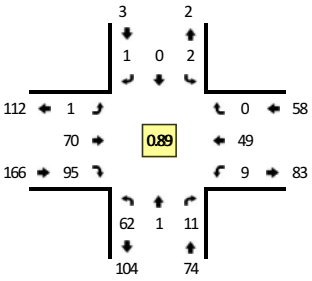
Type of peak hour being reported: User-Defined

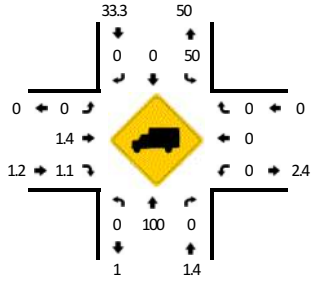
Method for determining peak hour: Total Entering Volume

LOCATION: NE Umatilla St -- SE 15th St/SE Nourse Rd
CITY/STATE: Camas, WA

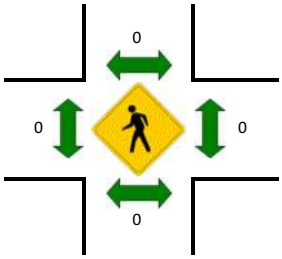
QC JOB #: 17062002
DATE: Tue, May 13 2025

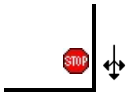
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

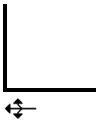


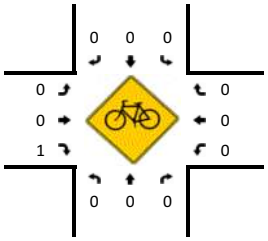


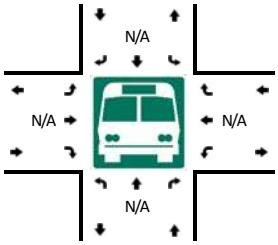
TRUE DATA TO IMPROVE MOBILITY

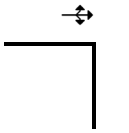


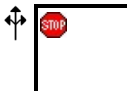


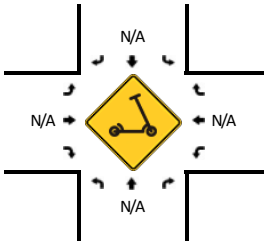












5-Min Count Period Beginning At	NE Umatilla St (Northbound)				NE Umatilla St (Southbound)				SE 15th St/SE Nourse Rd (Eastbound)				SE 15th St/SE Nourse Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	0	2	0	0	0	0	0	0	9	1	0	0	4	0	0	20	
4:05 PM	4	0	0	0	0	0	0	0	1	11	6	0	1	9	0	0	32	
4:10 PM	6	0	1	0	0	0	0	0	0	8	5	0	0	4	0	0	24	
4:15 PM	9	0	0	0	0	0	0	0	0	12	3	0	0	4	0	0	28	
4:20 PM	2	0	0	0	0	0	0	0	0	9	9	0	0	4	2	0	26	
4:25 PM	3	0	1	0	0	1	0	0	0	3	7	0	1	6	0	0	22	
4:30 PM	6	0	0	0	0	0	0	0	0	8	5	0	0	5	0	0	24	
4:35 PM	8	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	18	
4:40 PM	3	0	1	0	0	0	0	0	0	6	8	0	0	3	0	0	21	
4:45 PM	4	0	0	0	0	0	0	0	0	5	11	0	1	5	0	0	26	
4:50 PM	3	0	0	0	0	0	0	0	0	13	13	0	0	2	0	0	31	
4:55 PM	5	0	3	0	0	0	0	0	0	9	7	0	1	7	0	0	32	304
5:00 PM	7	1	0	0	1	0	0	0	0	2	5	0	0	3	0	0	19	303
5:05 PM	7	0	1	0	0	0	0	0	0	6	5	0	1	2	0	0	22	293
5:10 PM	8	0	1	0	0	0	0	0	0	5	8	0	0	1	0	0	23	292
5:15 PM	3	0	1	0	0	0	0	0	0	7	12	0	3	3	0	0	29	293
5:20 PM	6	0	0	0	0	0	0	0	0	2	10	0	2	5	0	0	25	292
5:25 PM	6	0	1	0	0	0	0	0	0	4	9	0	1	10	0	0	31	301
5:30 PM	3	0	1	0	0	0	1	0	0	3	7	0	0	8	0	0	23	300
5:35 PM	5	0	1	0	0	0	0	0	0	6	10	0	0	1	0	0	23	305
5:40 PM	6	0	1	0	0	0	0	0	0	4	4	0	0	4	0	0	19	303
5:45 PM	3	0	1	0	1	0	0	0	1	9	5	0	1	3	0	0	24	301
5:50 PM	9	0	2	0	0	0	0	0	0	10	7	0	1	3	0	0	32	302
5:55 PM	4	0	0	0	0	0	1	0	0	12	9	0	1	4	0	0	31	301

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	0	8	0	0	0	0	0	0	52	124	0	24	72	0	0	340
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/3/2026 3:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

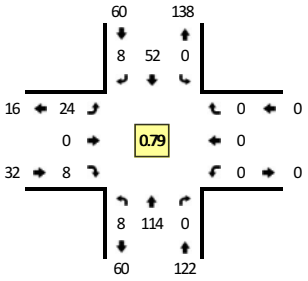
Type of peak hour being reported: User-Defined

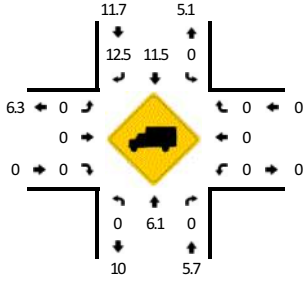
Method for determining peak hour: Total Entering Volume

LOCATION: NE Umatilla St -- NE 41st Ave
CITY/STATE: Camas, WA

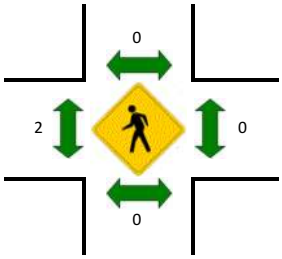
QC JOB #: 17062003
DATE: Tue, May 27 2025

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:20 AM -- 8:35 AM

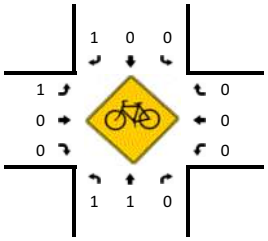


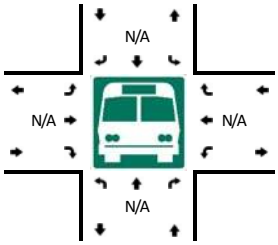


TRUE DATA TO IMPROVE MOBILITY

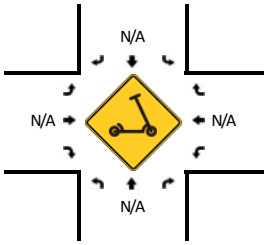












5-Min Count Period Beginning At	NE Umatilla St (Northbound)				NE Umatilla St (Southbound)				NE 41st Ave (Eastbound)				NE 41st Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	
7:05 AM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9	
7:10 AM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	
7:15 AM	0	3	0	0	0	2	0	0	2	0	0	0	0	0	0	0	7	
7:20 AM	0	5	0	0	0	3	0	0	1	0	0	0	0	0	0	0	9	
7:25 AM	0	6	0	0	0	2	1	0	0	0	1	0	0	0	0	0	10	
7:30 AM	0	6	0	0	0	1	1	0	1	0	0	0	0	0	0	0	9	
7:35 AM	0	8	0	0	0	1	1	0	1	0	2	0	0	0	0	0	13	
7:40 AM	0	8	0	0	0	2	0	0	0	0	1	0	0	0	0	0	11	
7:45 AM	1	8	0	0	0	4	0	0	2	0	2	0	0	0	0	0	17	
7:50 AM	2	8	0	0	0	3	0	0	1	0	3	0	0	0	0	0	17	
7:55 AM	4	10	0	0	0	3	0	0	0	0	2	0	0	0	0	0	19	138
8:00 AM	1	8	0	0	0	3	0	0	1	0	0	0	0	0	0	0	13	142
8:05 AM	0	7	0	0	0	2	0	0	4	0	0	0	0	0	0	0	13	146
8:10 AM	0	6	0	0	0	3	1	0	3	0	0	0	0	0	0	0	13	151
8:15 AM	0	16	0	0	0	1	2	0	3	0	0	0	0	0	0	0	22	166
8:20 AM	0	13	0	0	0	3	1	0	0	0	1	0	0	0	0	0	18	175
8:25 AM	0	16	0	0	0	4	2	0	2	0	0	0	0	0	0	0	24	189
8:30 AM	0	13	0	0	0	10	0	0	3	0	0	0	0	0	0	0	26	206
8:35 AM	0	3	0	0	0	11	1	0	0	0	0	0	0	0	0	0	15	208
8:40 AM	0	6	0	0	0	5	1	0	5	0	0	0	0	0	0	0	17	214
8:45 AM	0	5	0	0	0	4	1	0	1	0	1	0	0	0	0	0	12	209
8:50 AM	0	5	0	0	0	4	0	0	1	0	0	0	0	0	0	0	10	202
8:55 AM	0	5	0	0	0	3	0	0	2	0	0	0	0	0	0	0	10	193

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	168	0	0	0	68	12	0	20	0	4	0	0	0	0	0	272
Heavy Trucks	0	12	0		0	8	4		0	0	0		0	0	0		24
Buses																	
Pedestrians		0				0				8				0			8
Bicycles	0	4	0		0	0	4		0	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 3/3/2026 3:17 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

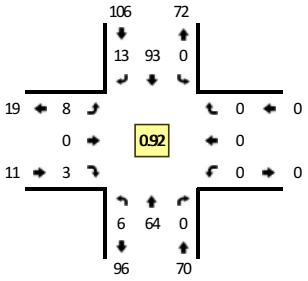
Type of peak hour being reported: User-Defined

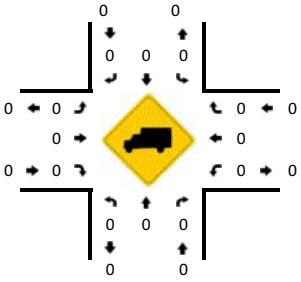
Method for determining peak hour: Total Entering Volume

LOCATION: NE Umatilla St -- NE 41st Ave
CITY/STATE: Camas, WA

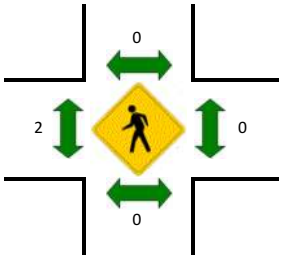
QC JOB #: 17062004
DATE: Tue, May 27 2025

Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 4:50 PM -- 5:05 PM

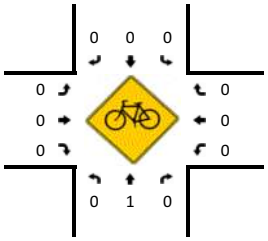


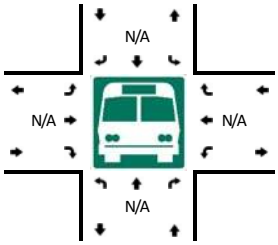


TRUE DATA TO IMPROVE MOBILITY

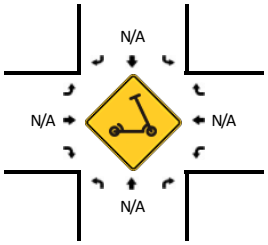












5-Min Count Period Beginning At	NE Umatilla St (Northbound)				NE Umatilla St (Southbound)				NE 41st Ave (Eastbound)				NE 41st Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	5	0	0	0	6	1	0	0	0	0	0	0	0	0	0	12	
4:05 PM	0	2	0	0	0	1	1	0	1	0	0	0	0	0	0	0	5	
4:10 PM	0	5	0	0	0	3	0	0	1	0	0	0	0	0	0	0	9	
4:15 PM	0	4	0	0	0	7	3	0	2	0	0	0	0	0	0	0	16	
4:20 PM	0	0	0	0	0	8	1	0	1	0	0	0	0	0	0	0	10	
4:25 PM	0	3	0	0	0	3	0	0	1	0	0	0	0	0	0	0	7	
4:30 PM	0	3	0	0	0	4	1	0	1	0	0	0	0	0	0	0	9	
4:35 PM	1	0	0	0	0	6	0	0	1	0	0	0	0	0	0	0	8	
4:40 PM	0	4	0	0	0	9	1	0	0	0	0	0	0	0	0	0	14	
4:45 PM	0	4	0	0	0	6	0	0	2	0	0	0	0	0	0	0	12	
4:50 PM	1	7	0	0	0	6	0	0	1	0	0	0	0	0	0	0	15	
4:55 PM	0	5	0	0	0	8	2	0	1	0	1	0	0	0	0	0	17	134
5:00 PM	3	5	0	0	0	9	2	0	0	0	0	0	0	0	0	0	19	141
5:05 PM	0	7	0	0	0	7	0	0	0	0	1	0	0	0	0	0	15	151
5:10 PM	1	5	0	0	0	7	0	0	1	0	0	0	0	0	0	0	14	156
5:15 PM	0	3	0	0	0	9	2	0	0	0	0	0	0	0	0	0	14	154
5:20 PM	1	6	0	0	0	8	0	0	2	0	0	0	0	0	0	0	17	161
5:25 PM	0	4	0	0	0	8	2	0	2	0	0	0	0	0	0	0	16	170
5:30 PM	0	6	0	0	0	6	0	0	0	0	1	0	0	0	0	0	13	174
5:35 PM	0	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	14	180
5:40 PM	0	9	0	0	0	10	1	0	1	0	0	0	0	0	0	0	21	187
5:45 PM	0	4	0	0	0	4	4	0	0	0	0	0	0	0	0	0	12	187
5:50 PM	0	5	0	0	0	6	0	0	0	0	1	0	0	0	0	0	12	184
5:55 PM	1	3	0	0	0	5	1	0	1	0	1	0	0	0	0	0	12	179

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	68	0	0	0	92	16	0	8	0	4	0	0	0	0	0	204
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/3/2026 3:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix D : Existing Conditions Analysis Worksheets

HCM 7th Signalized Intersection Summary
1: NE Everett St & NE 43rd Ave

02/25/2026



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	323	57	316	468	74	400
Future Volume (veh/h)	323	57	316	468	74	400
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1463	1550	1622	1595	1504	1695
Adj Flow Rate, veh/h	376	66	367	0	86	465
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	11	4	3	5	18	4
Cap, veh/h	462	436	537		346	839
Arrive On Green	0.33	0.33	0.33	0.00	0.07	0.49
Sat Flow, veh/h	1393	1314	1622	1352	1433	1695
Grp Volume(v), veh/h	376	66	367	0	86	465
Grp Sat Flow(s),veh/h/ln	1393	1314	1622	1352	1433	1695
Q Serve(g_s), s	12.8	1.8	10.1	0.0	1.8	9.9
Cycle Q Clear(g_c), s	12.8	1.8	10.1	0.0	1.8	9.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	462	436	537		346	839
V/C Ratio(X)	0.81	0.15	0.68		0.25	0.55
Avail Cap(c_a), veh/h	968	913	1096		664	1800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	12.2	15.0	0.0	10.0	9.1
Incr Delay (d2), s/veh	3.5	0.2	3.3	0.0	0.4	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	0.9	6.4	0.0	0.8	5.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.4	12.3	18.3	0.0	10.4	9.8
LnGrp LOS	B	B	B		B	A
Approach Vol, veh/h	442		367			551
Approach Delay, s/veh	18.3		18.3			9.9
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.5	22.1			30.6	21.2
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+I1), s	4.8	13.1			12.9	15.8
Green Ext Time (p_c), s	0.1	4.0			3.9	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	14.9
HCM 7th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	86	53	8	223	0	121	0	21	0	0	3
Future Vol, veh/h	0	86	53	8	223	0	121	0	21	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	13	4	25	5	0	5	0	0	0	0	0
Mvmt Flow	0	116	72	11	301	0	164	0	28	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	301	0	0	188	0	0	475	475	152	439	511	301
Stage 1	-	-	-	-	-	-	152	152	-	323	323	-
Stage 2	-	-	-	-	-	-	323	323	-	116	188	-
Critical Hdwy	4.1	-	-	4.35	-	-	7.15	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.425	-	-	3.545	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1271	-	-	1260	-	-	495	491	899	531	469	743
Stage 1	-	-	-	-	-	-	843	775	-	693	654	-
Stage 2	-	-	-	-	-	-	683	654	-	893	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1271	-	-	1260	-	-	487	486	899	509	464	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	487	486	-	509	464	-
Stage 1	-	-	-	-	-	-	843	775	-	686	647	-
Stage 2	-	-	-	-	-	-	672	647	-	865	748	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.27	15.83	9.87
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	523	1271	-	-	62	-	-	743
HCM Lane V/C Ratio	0.367	-	-	-	0.009	-	-	0.005
HCM Ctrl Dly (s/v)	15.8	0	-	-	7.9	0	-	9.9
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.7	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	8	8	117	53	8
Future Vol, veh/h	25	8	8	117	53	8
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	6	12	12
Mvmt Flow	32	10	10	148	67	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	243	74	79	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	750	993	1532	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	743	991	1529	-	-	-
Mov Cap-2 Maneuver	743	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.8	0.47	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	115	-	791	-	-
HCM Lane V/C Ratio	0.007	-	0.053	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 7th Signalized Intersection Summary
1: NE Everett St & NE 43rd Ave

02/25/2026



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	138	27	341	316	39	229
Future Volume (veh/h)	138	27	341	316	39	229
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1791	1791	1900	1841
Adj Flow Rate, veh/h	150	29	371	0	42	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	1	1	0	4
Cap, veh/h	268	239	691		521	1062
Arrive On Green	0.15	0.15	0.39	0.00	0.04	0.58
Sat Flow, veh/h	1810	1610	1791	1518	1810	1841
Grp Volume(v), veh/h	150	29	371	0	42	249
Grp Sat Flow(s),veh/h/ln	1810	1610	1791	1518	1810	1841
Q Serve(g_s), s	2.5	0.5	5.3	0.0	0.4	2.2
Cycle Q Clear(g_c), s	2.5	0.5	5.3	0.0	0.4	2.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	268	239	691		521	1062
V/C Ratio(X)	0.56	0.12	0.54		0.08	0.23
Avail Cap(c_a), veh/h	1988	1769	1913		1279	3090
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	12.1	7.8	0.0	5.0	3.4
Incr Delay (d2), s/veh	1.8	0.2	1.4	0.0	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.3	2.6	0.0	0.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.8	12.3	9.2	0.0	5.1	3.5
LnGrp LOS	B	B	A		A	A
Approach Vol, veh/h	179		371			291
Approach Delay, s/veh	14.4		9.2			3.8
Approach LOS	B		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.3	17.6			23.9	8.9
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+I1), s	3.4	8.3			5.2	5.5
Green Ext Time (p_c), s	0.0	4.4			1.9	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	70	97	9	49	0	62	1	11	2	0	1
Future Vol, veh/h	1	70	97	9	49	0	62	1	11	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	1	0	0	0	0	100	0	50	0	0
Mvmt Flow	1	79	109	10	55	0	70	1	12	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	55	0	0	188	0	0	211	211	133	157	265	55
Stage 1	-	-	-	-	-	-	135	135	-	75	75	-
Stage 2	-	-	-	-	-	-	75	75	-	81	190	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	7.5	6.2	7.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.5	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.5	-	6.6	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.9	3.3	3.95	4	3.3
Pot Cap-1 Maneuver	1563	-	-	1399	-	-	751	545	921	713	644	1017
Stage 1	-	-	-	-	-	-	873	630	-	827	836	-
Stage 2	-	-	-	-	-	-	939	675	-	821	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1563	-	-	1399	-	-	744	540	921	696	638	1017
Mov Cap-2 Maneuver	-	-	-	-	-	-	744	540	-	696	638	-
Stage 1	-	-	-	-	-	-	872	629	-	821	830	-
Stage 2	-	-	-	-	-	-	931	670	-	807	746	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	1.18	10.3	9.65
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	762	10	-	-	279	-	-	778
HCM Lane V/C Ratio	0.109	0.001	-	-	0.007	-	-	0.004
HCM Ctrl Dly (s/v)	10.3	7.3	0	-	7.6	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.8

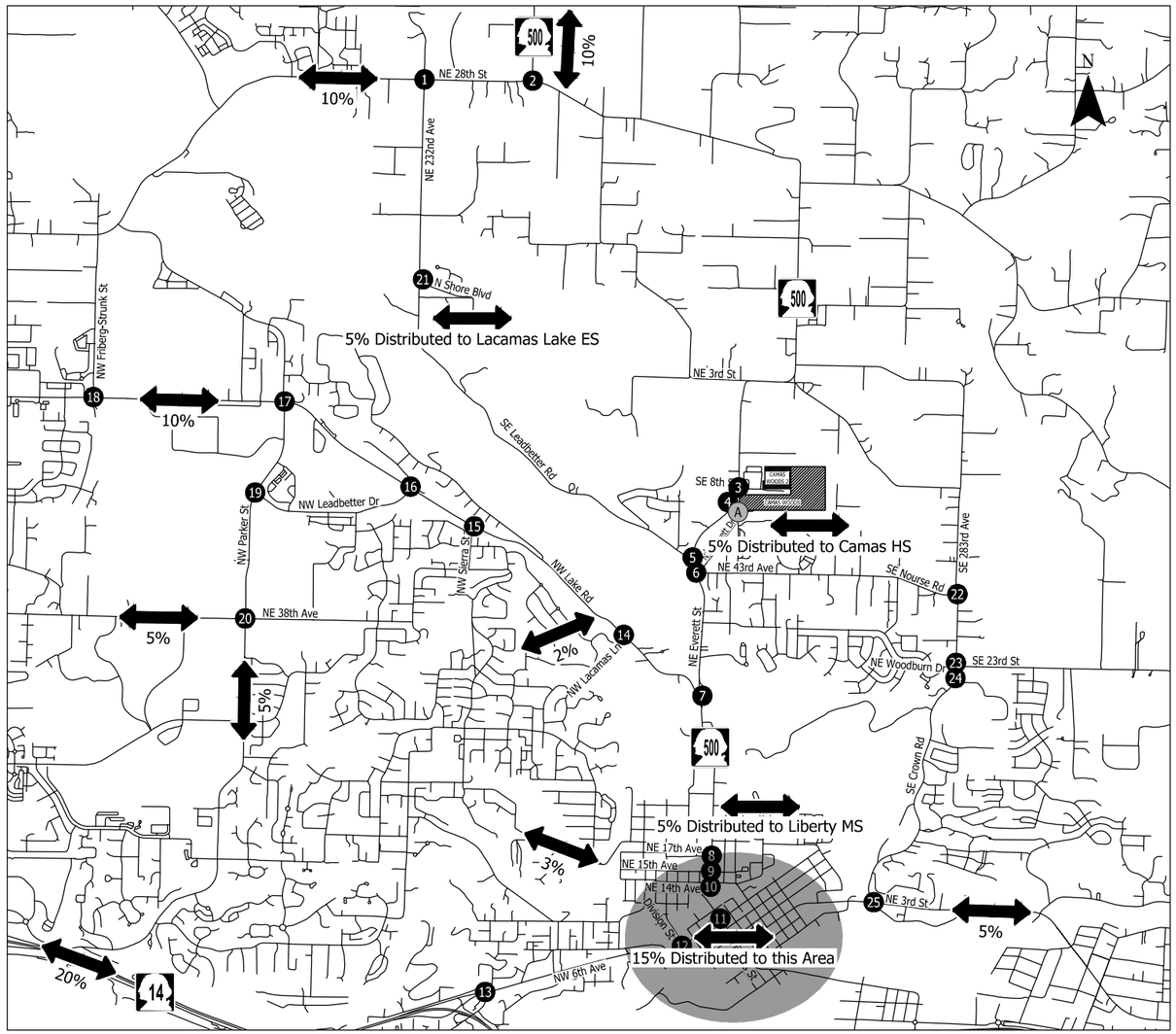
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	6	66	93	13
Future Vol, veh/h	8	3	6	66	93	13
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	3	7	72	101	14

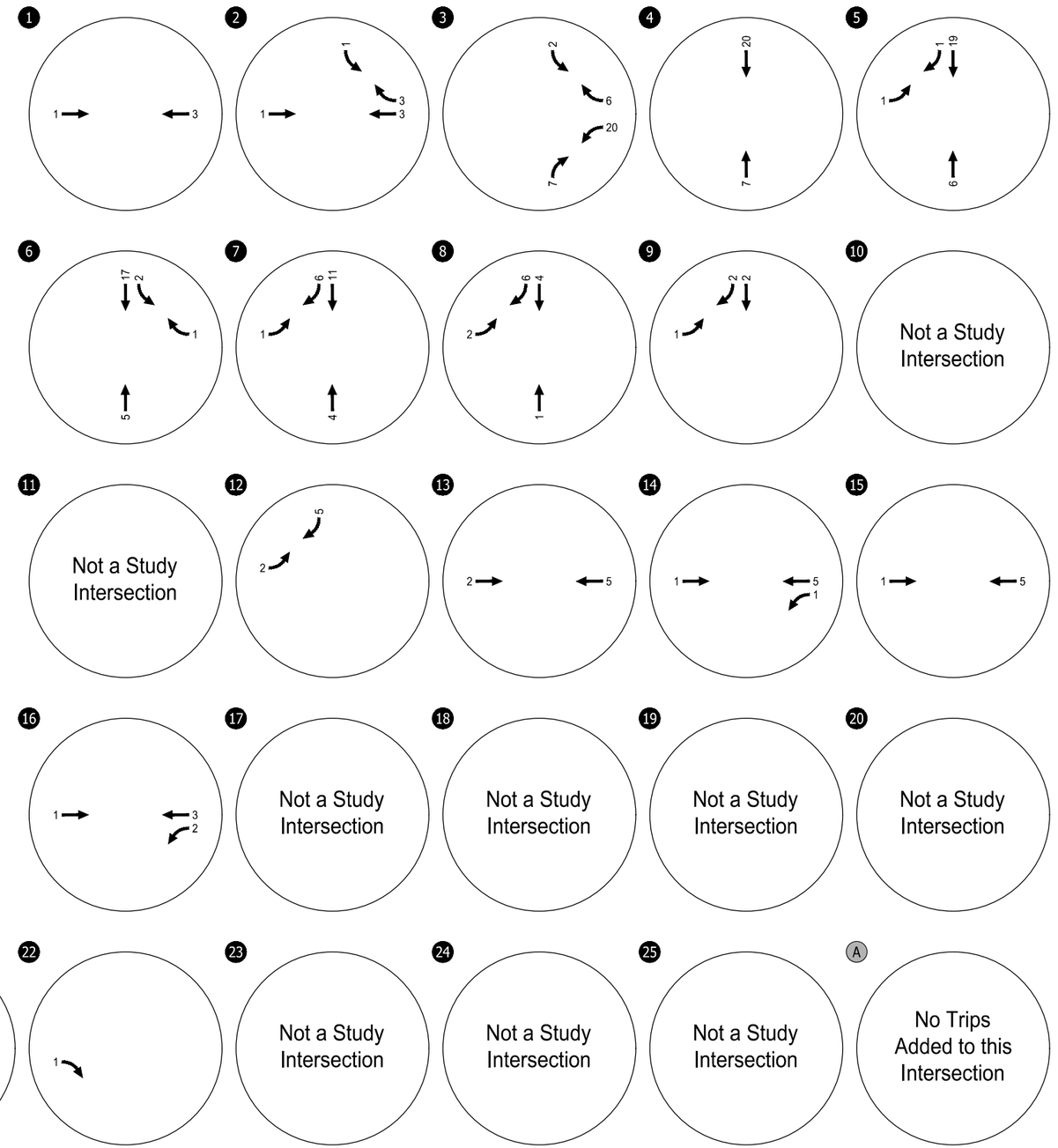
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	195	110	117	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	798	949	1484	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	793	947	1481	-	-	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.4	0.62	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	830	-	-
HCM Lane V/C Ratio	0.004	-	0.014	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Appendix E : In-Process Data





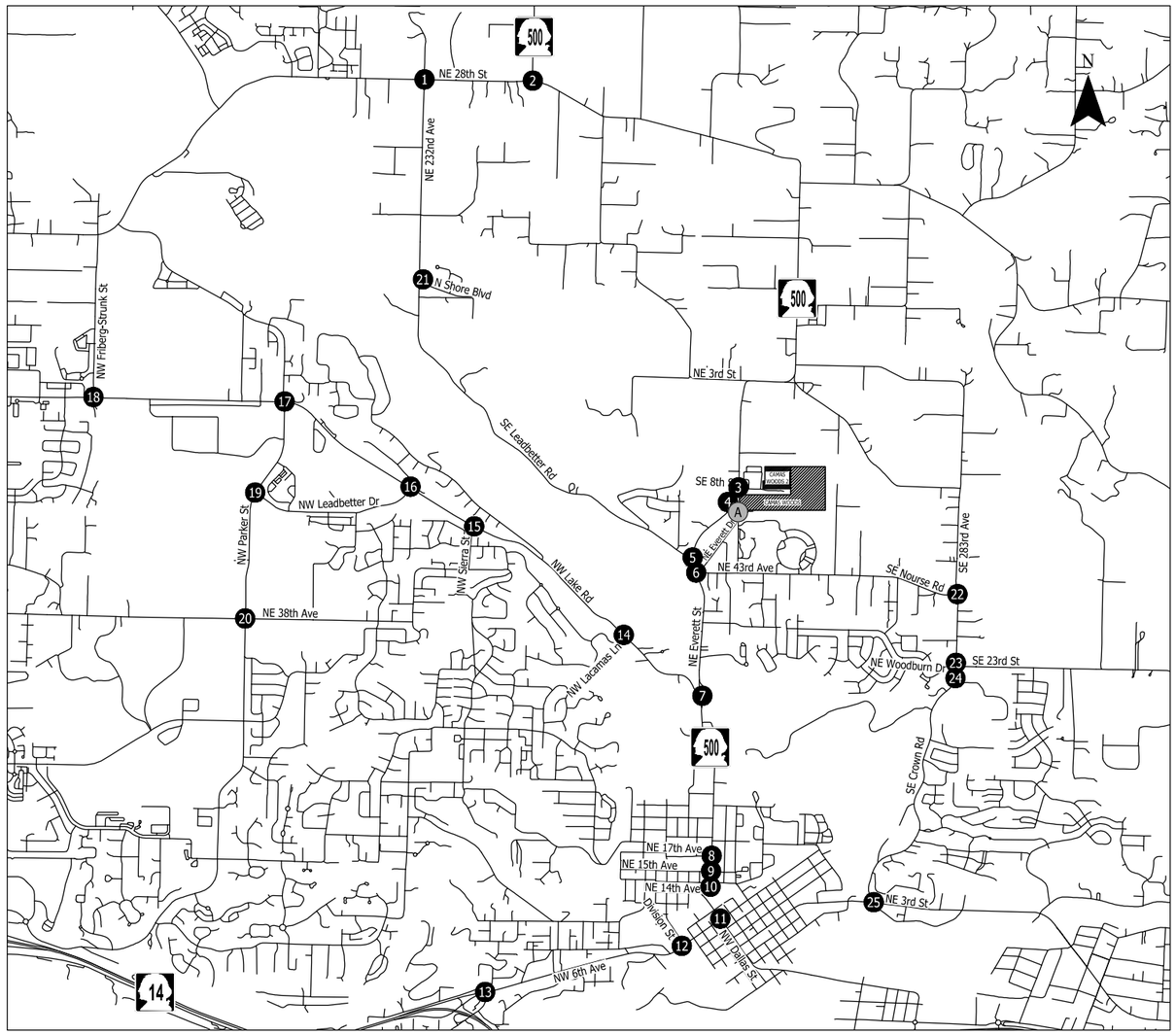
Study Intersections

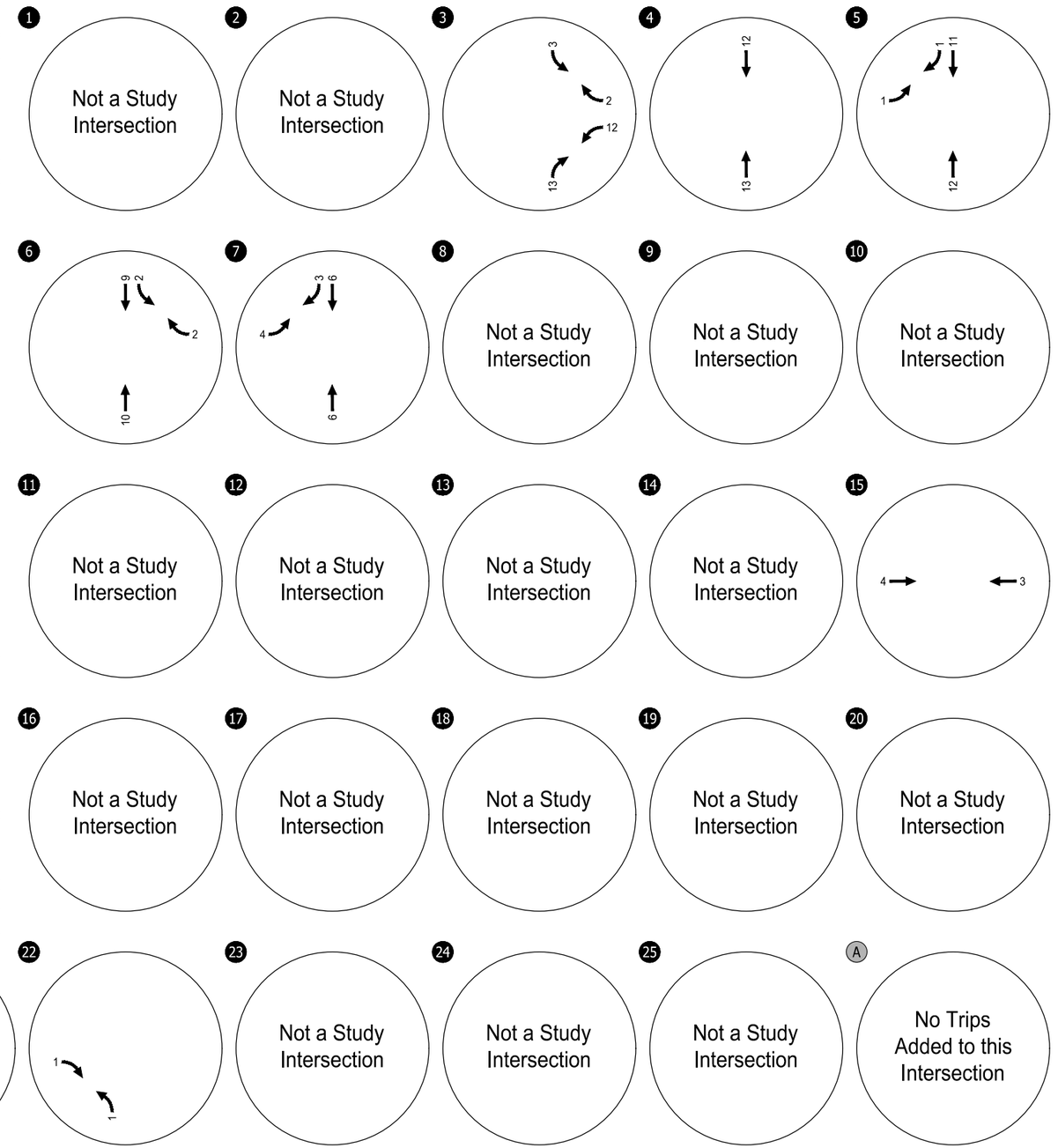
A Site Driveway

XX% Trip Distribution Percentage

Site-Generated Trip Assignment
Weekday AM Peak Hour
Camas, Washington

Figure 3





Site-Generated Trip Assignment
Weekday School PM Peak Hour
Camas, Washington

Figure 4

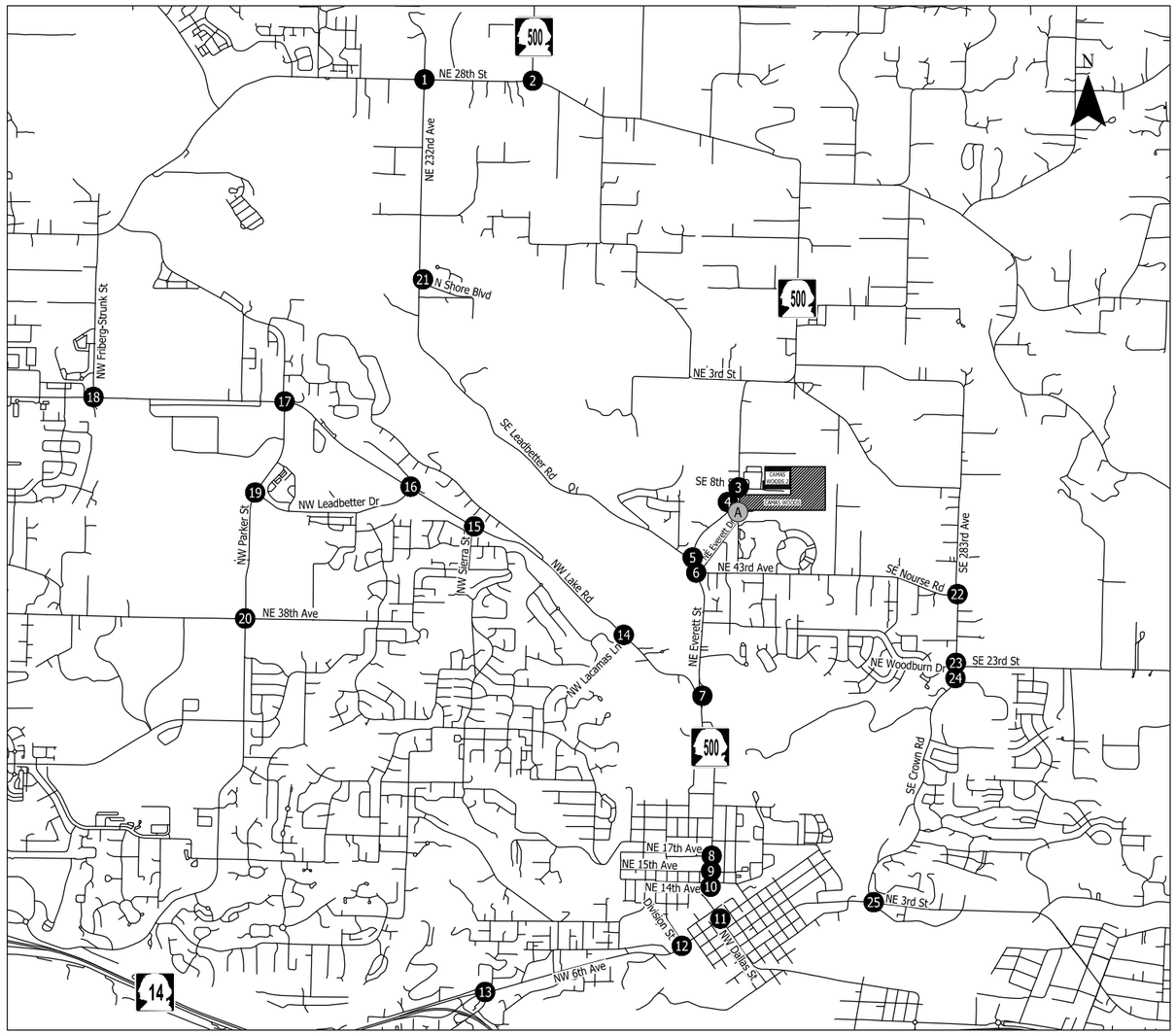
(#) Study Intersections

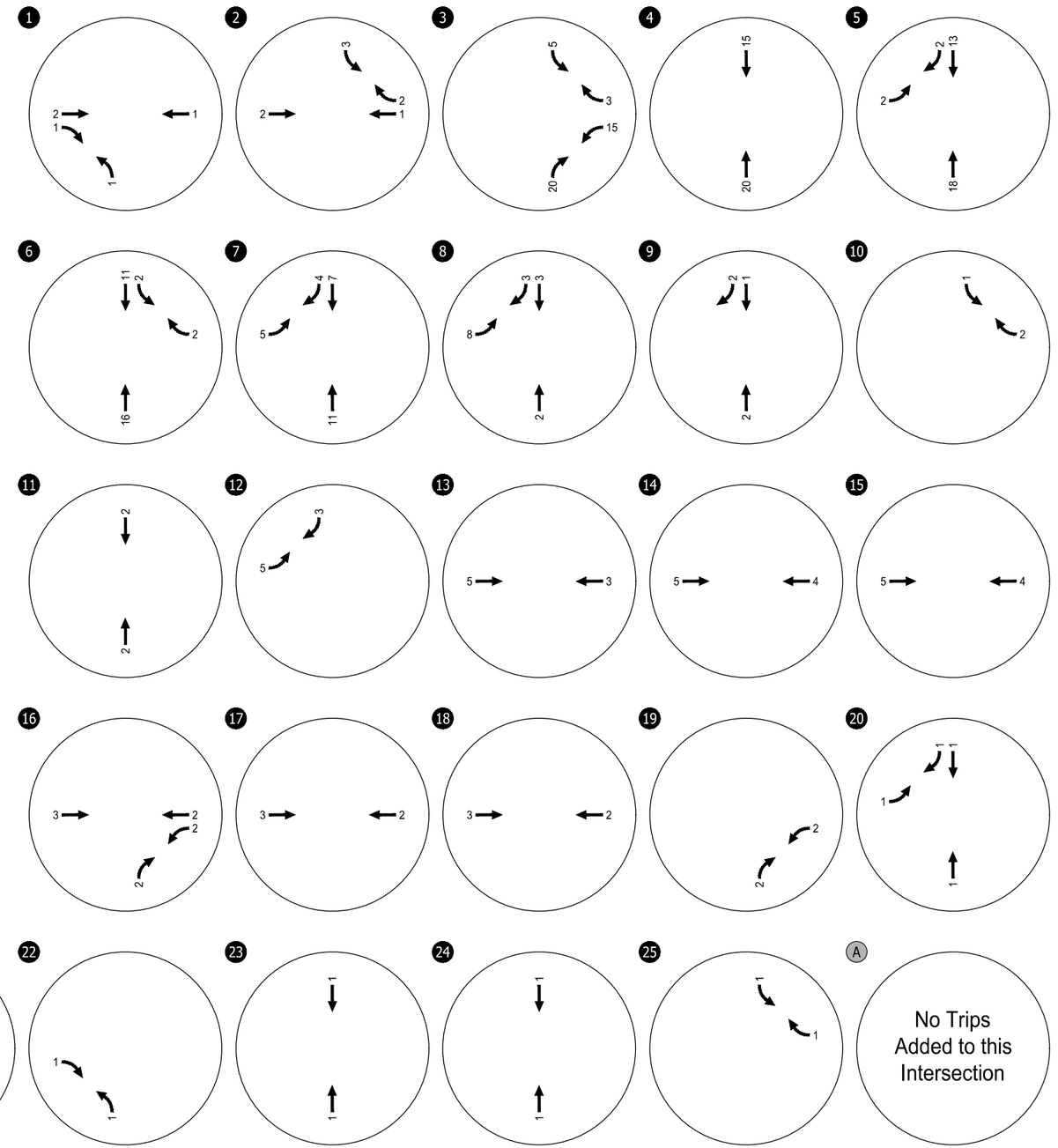
(A) Site Driveway

XX% Trip Distribution Percentage

H:\30\30088 - Camas Woods\report\figs\30088_figureset_Phase3.dwg Mar 04, 2025 - 9:13am - rdoubleday Layout Tab: Fig4 Phase 3 School PM Trips

KITTELSON & ASSOCIATES





Site-Generated Trip Assignment
Weekday PM Peak Hour
Camas, Washington

Figure 5

- # Study Intersections
- A Site Driveway
- XX% Trip Distribution Percentage

H:\30\30088 - Camas Woods\report\figs\30088_figureset_Phase3.dwg Mar 04, 2025 - 9:13am - rdoubleday Layout Tab: Fig5 Phase 3 PM Trips

0% Build-Out

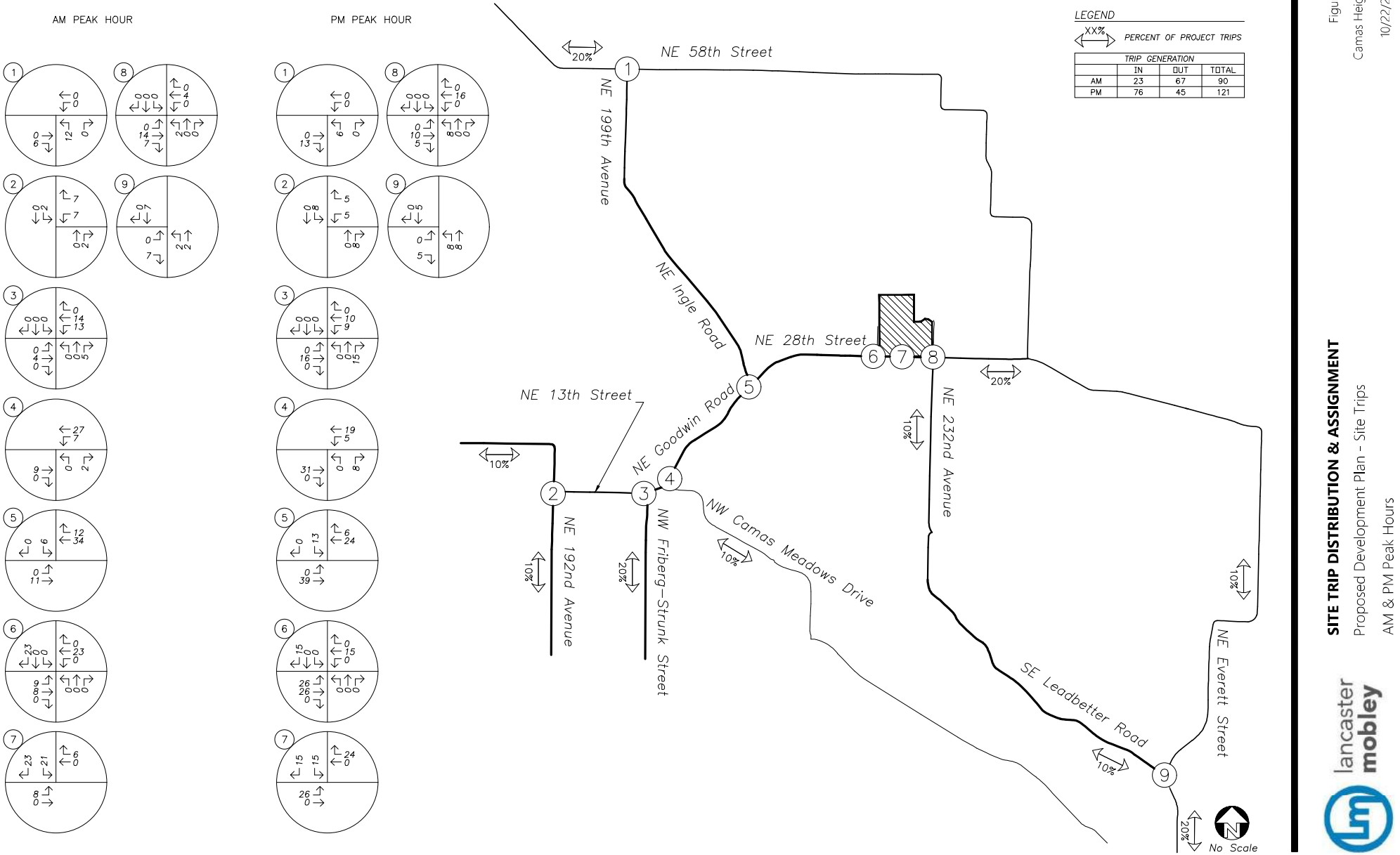


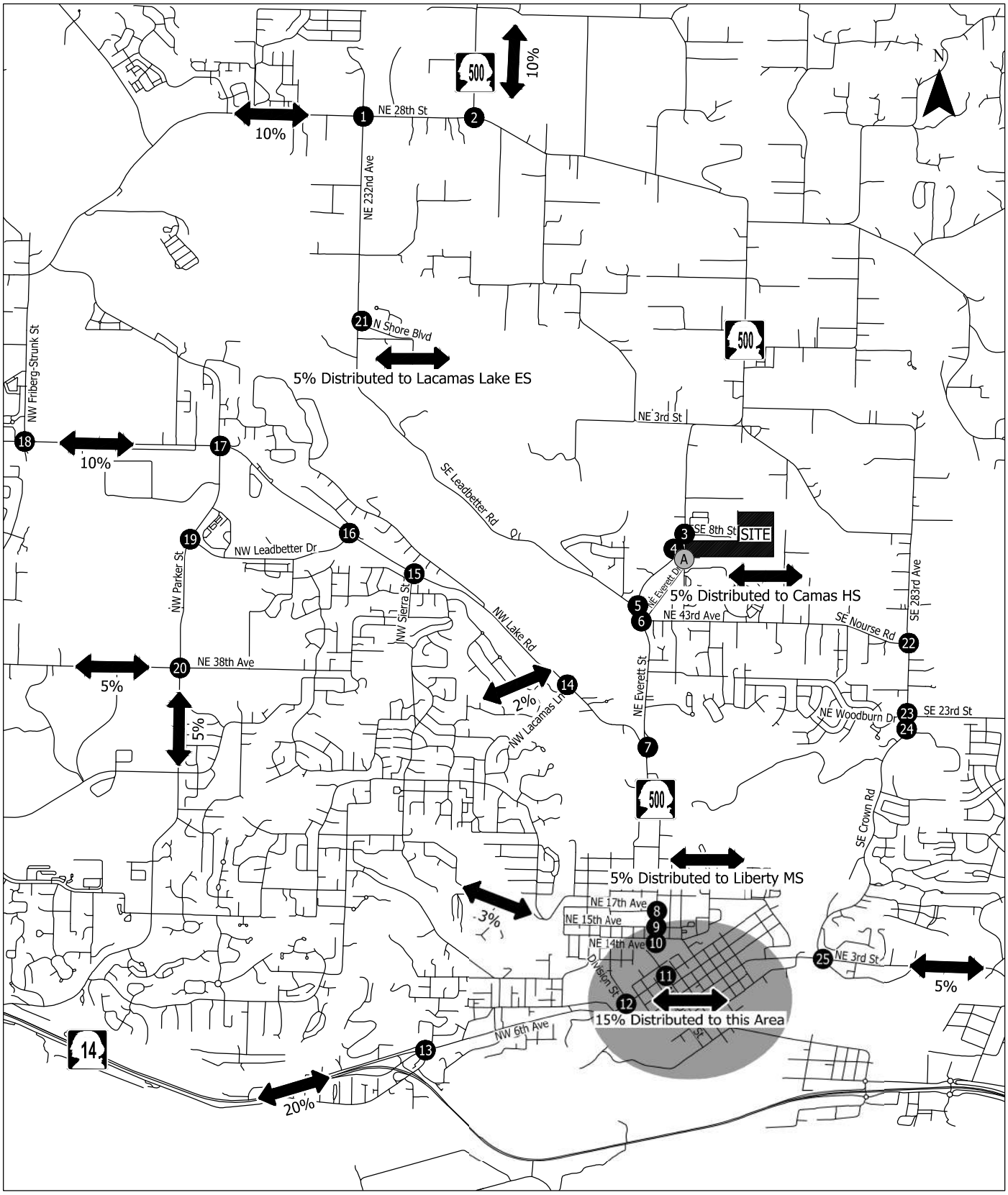
Figure 3
Camas Heights
10/22/2021

SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan - Site Trips
AM & PM Peak Hours

lancaster mobley

0% Build-Out

Camas Woods *October 2024*



Estimated Residential Site Trip Distribution Pattern Camas, Washington

Figure 10

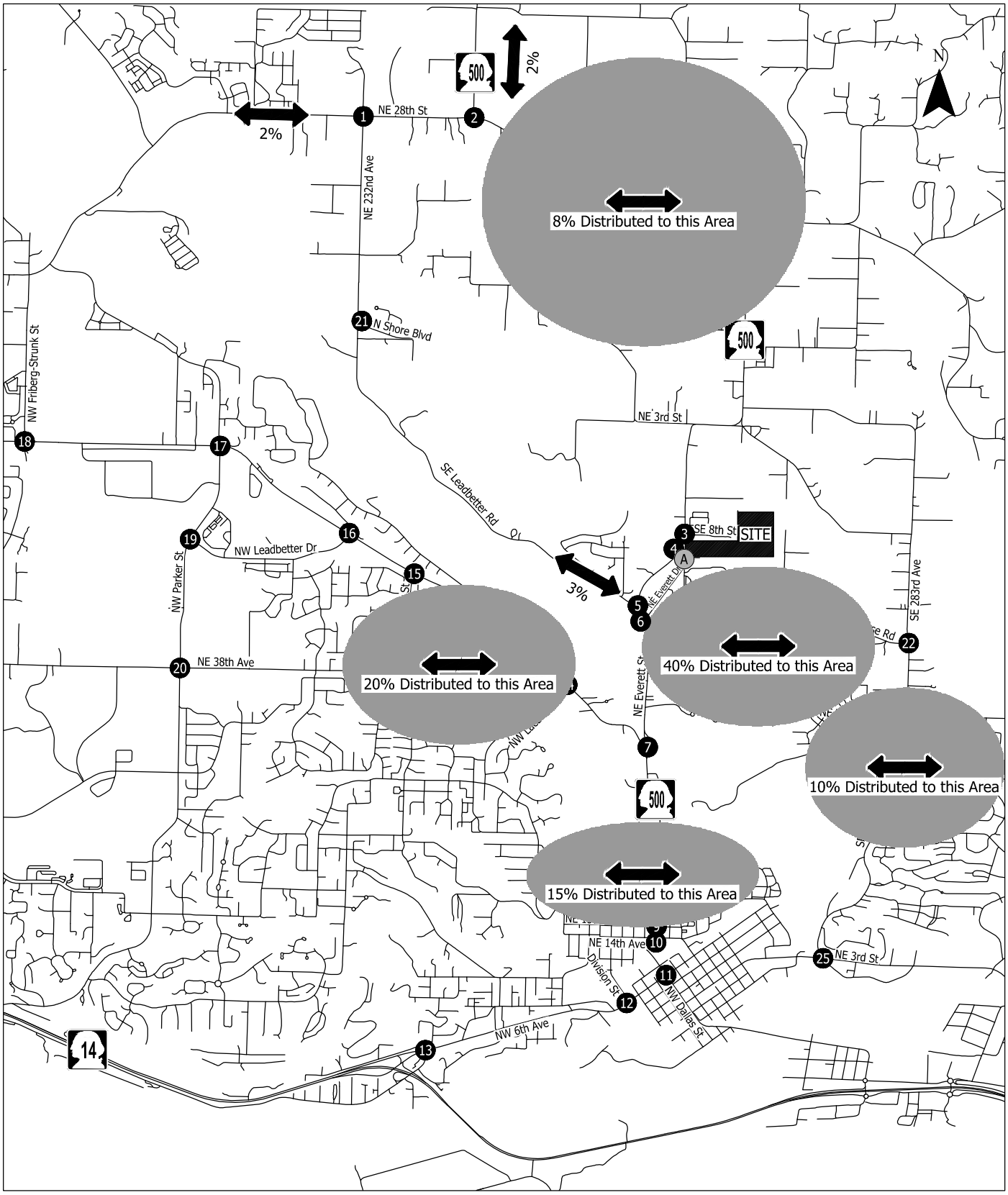
- # Study Intersections
- A Site Driveway
- XX% Trip Distribution Percentage

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KITTELSON & ASSOCIATES

0% Build-Out

Camas Woods *October 2024*



Study Intersections
A Site Driveway
XX% Trip Distribution Percentage

Estimated Commercial Site Trip Distribution Pattern Camas, Washington

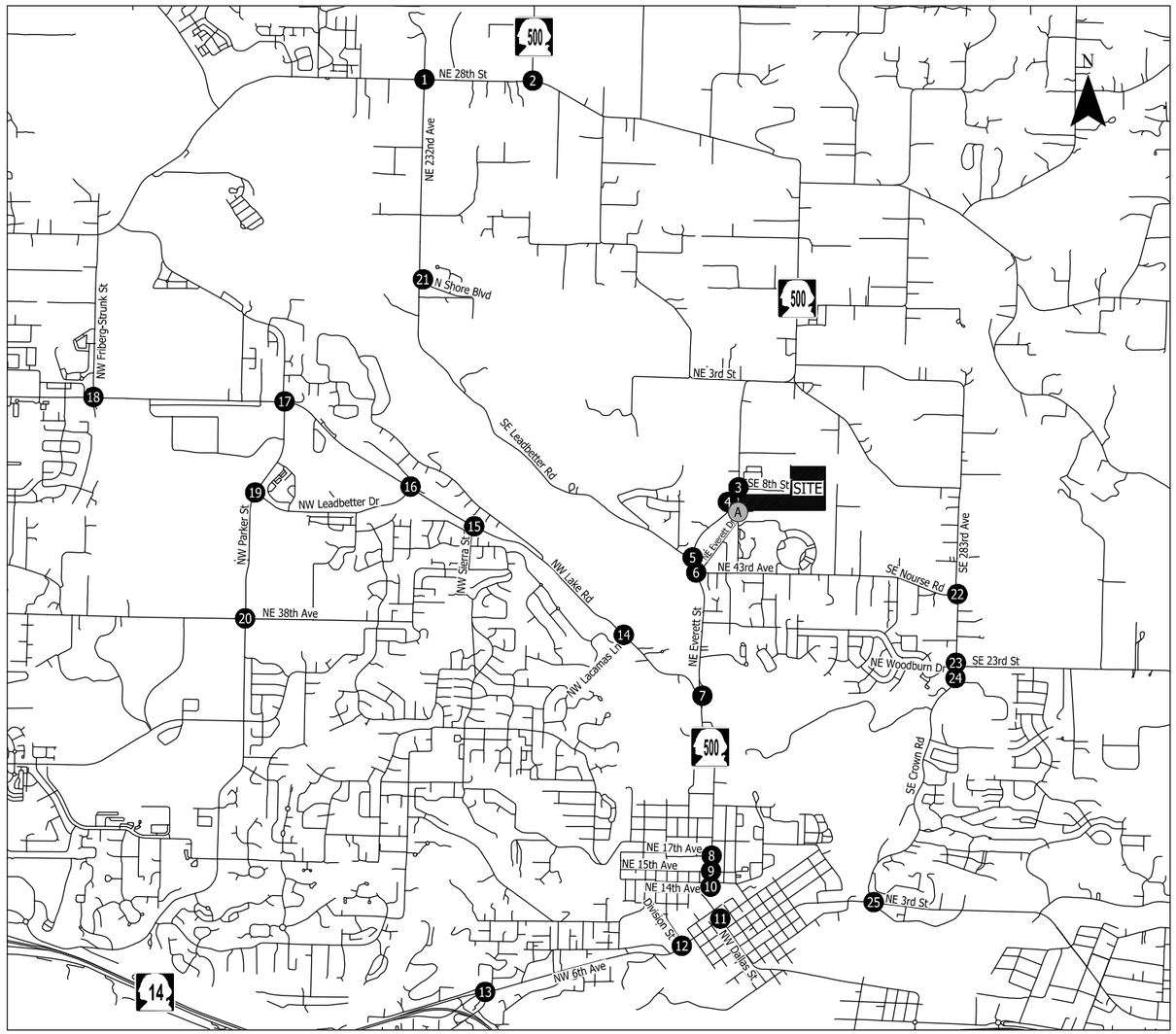
Figure 11

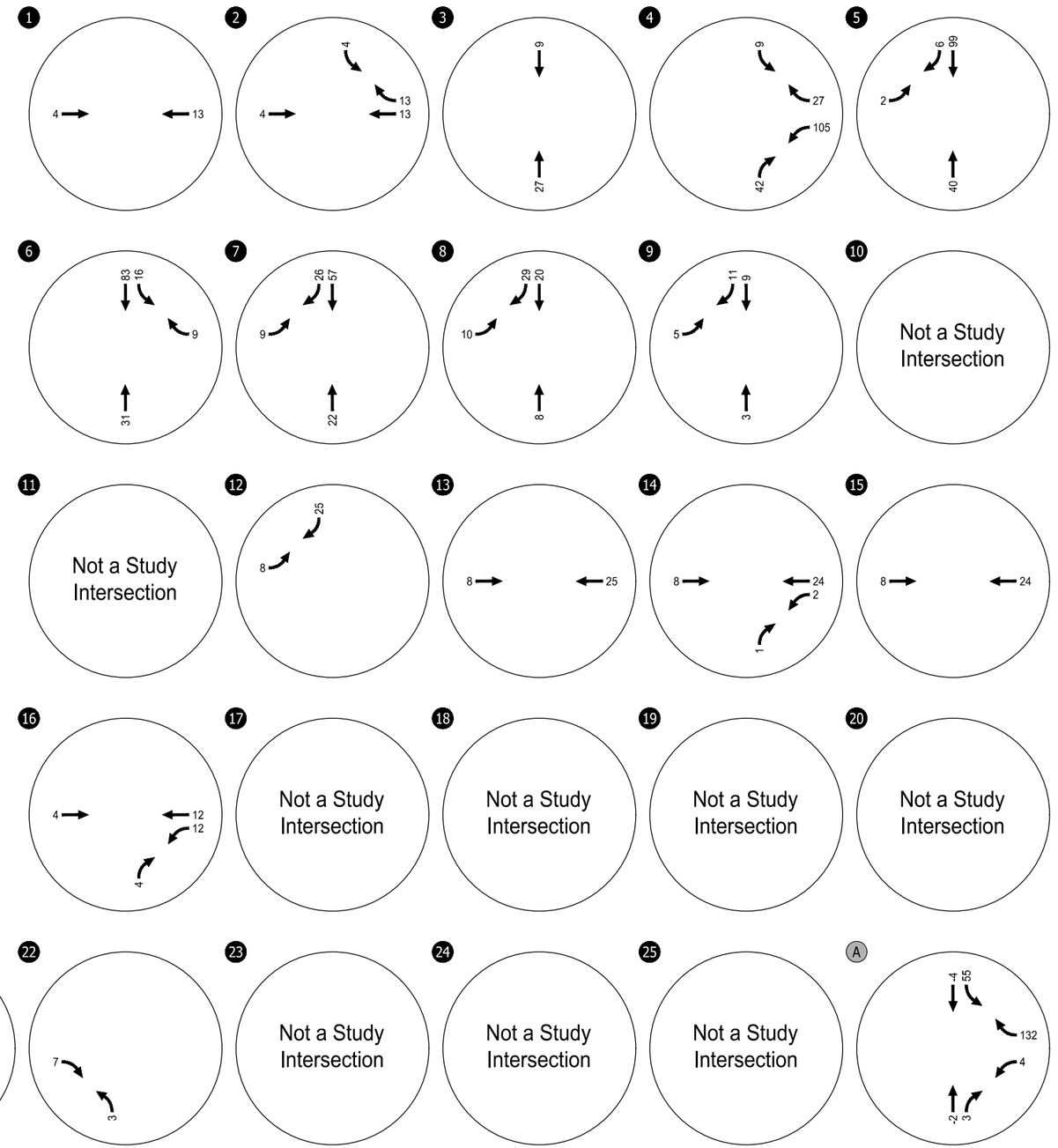
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KITTELSON & ASSOCIATES

0% Build-Out

Camas Woods *October 2024*





Note: Negative volumes reflect pass-by trips

(#) Study Intersections

(A) Site Driveway

Weekday AM Peak Hour
Site-Generated Trip Assignment
Camas, Washington

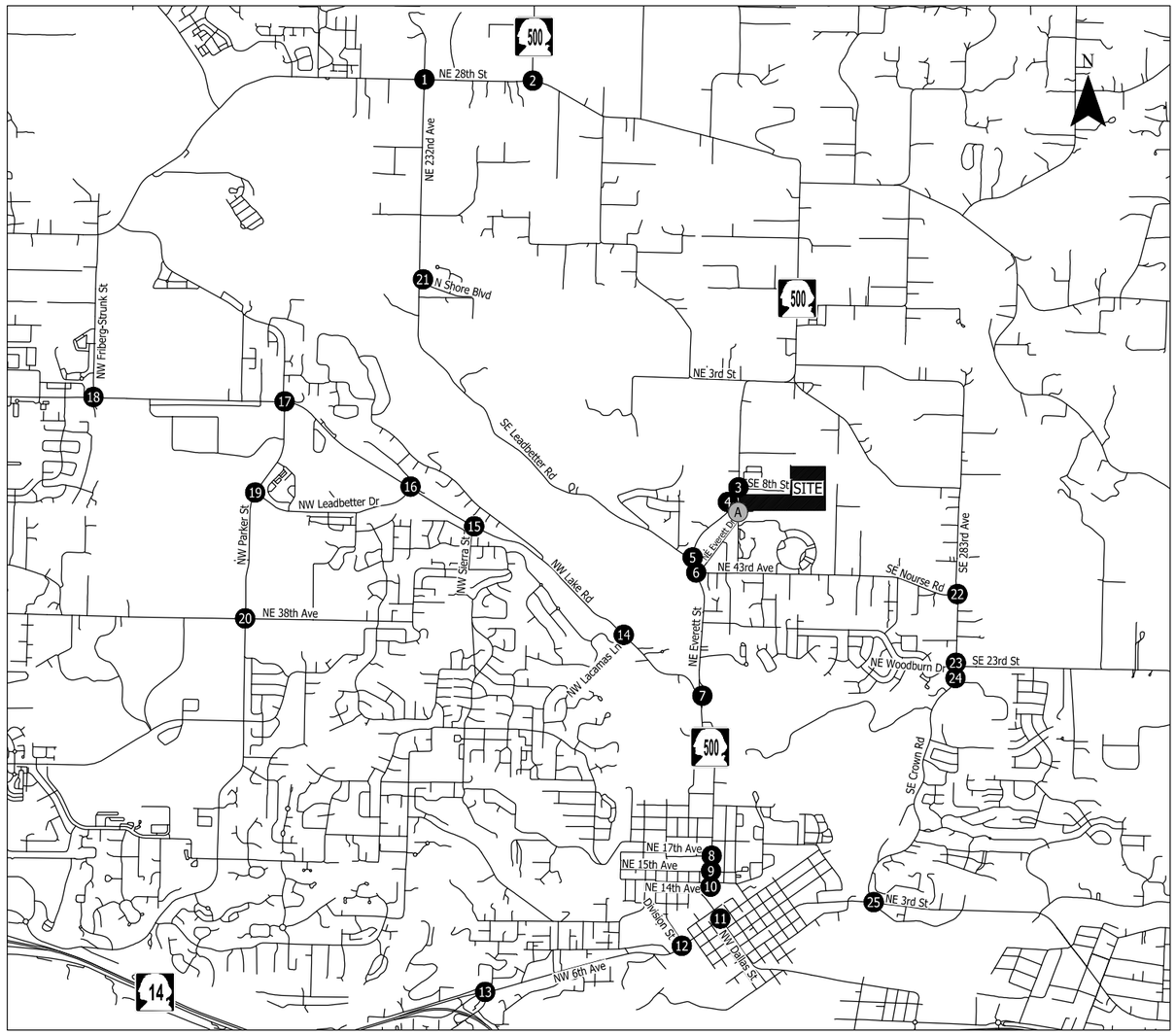
Figure
12

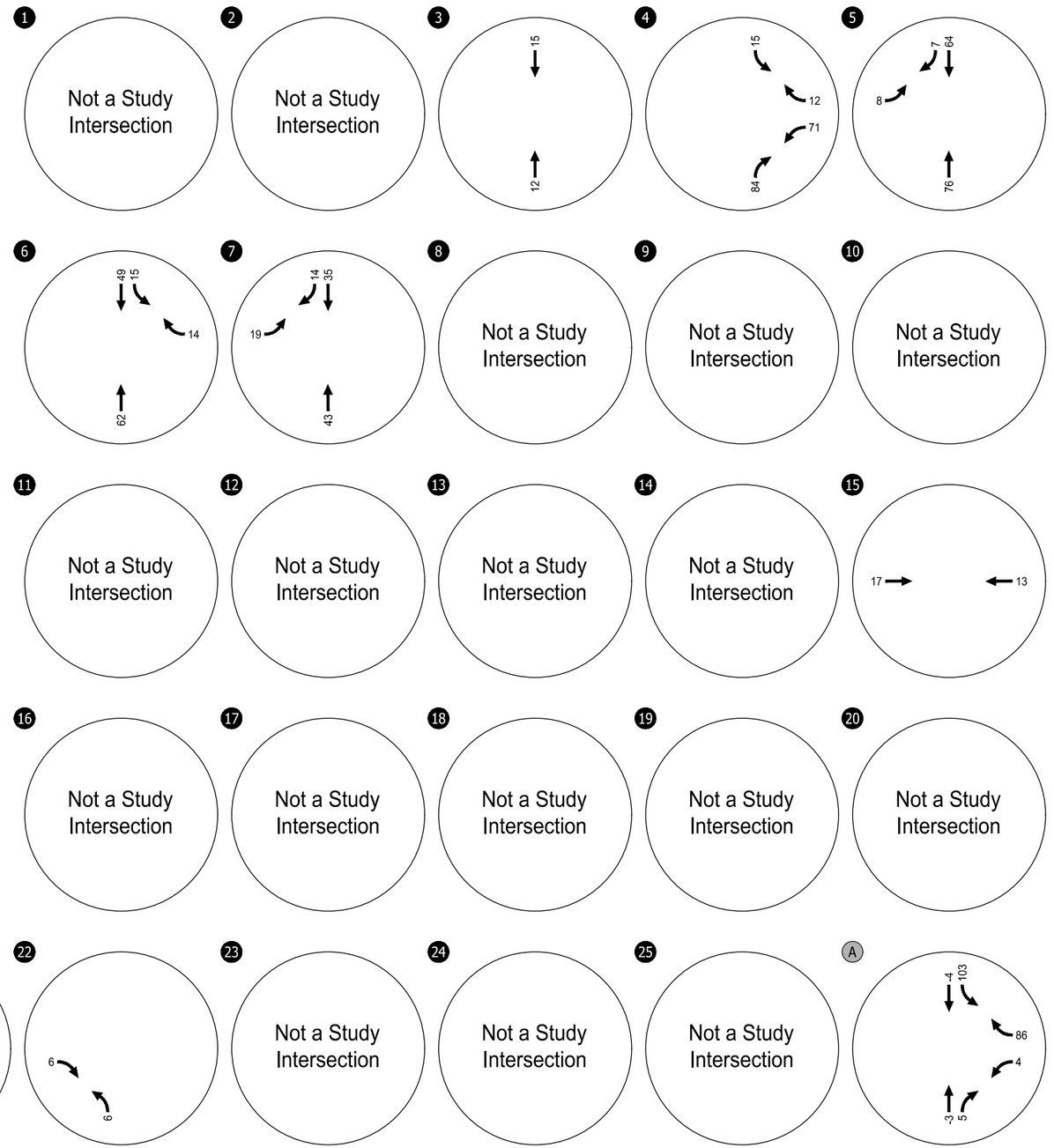
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0% Build-Out

Camas Woods

October 2024





Note: Negative volumes reflact pass-by trips

(#) Study Intersections

(A) Site Driveway

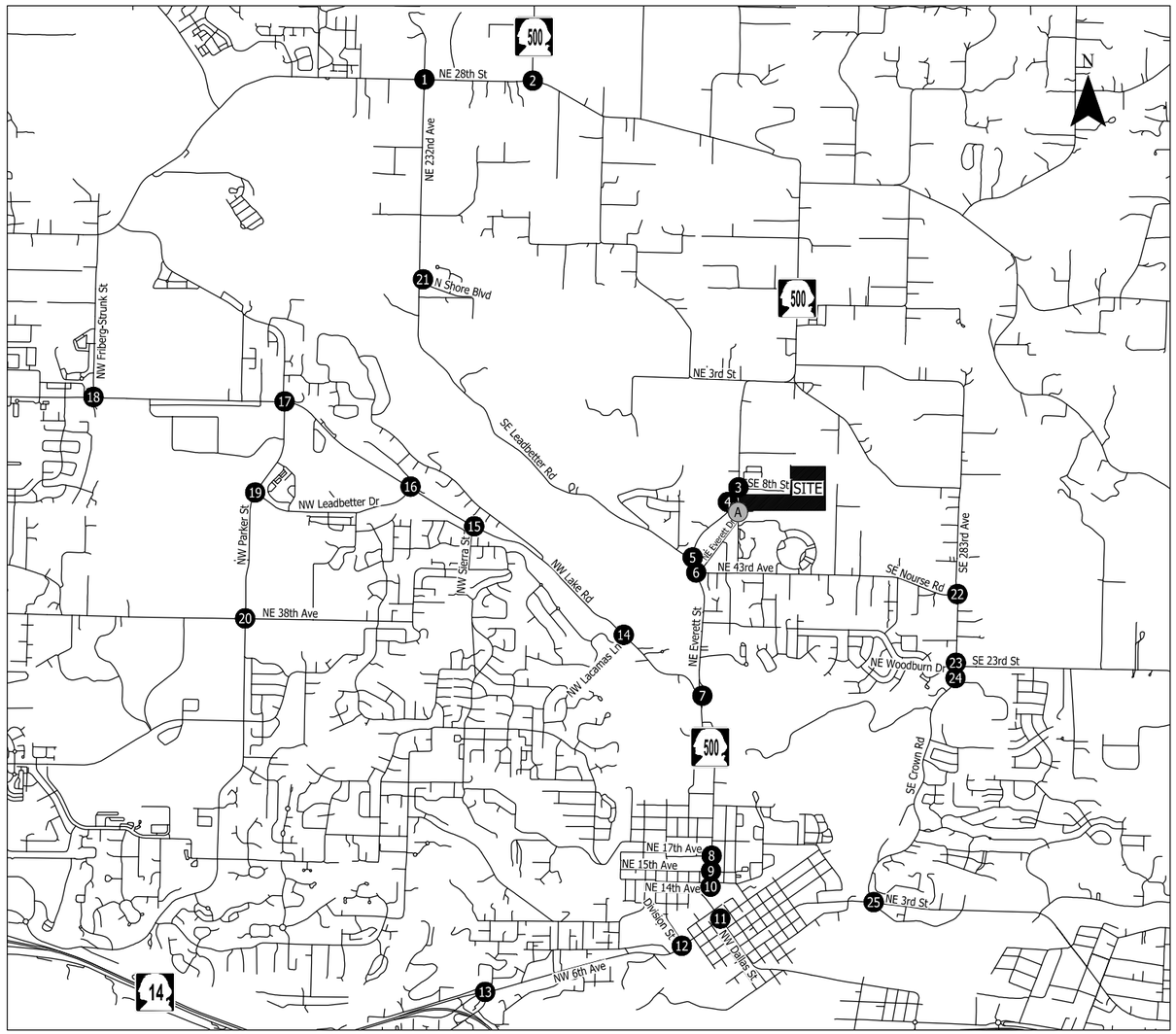
Weekday School PM Peak Hour
Site-Generated Trip Assignment
Camas, Washington

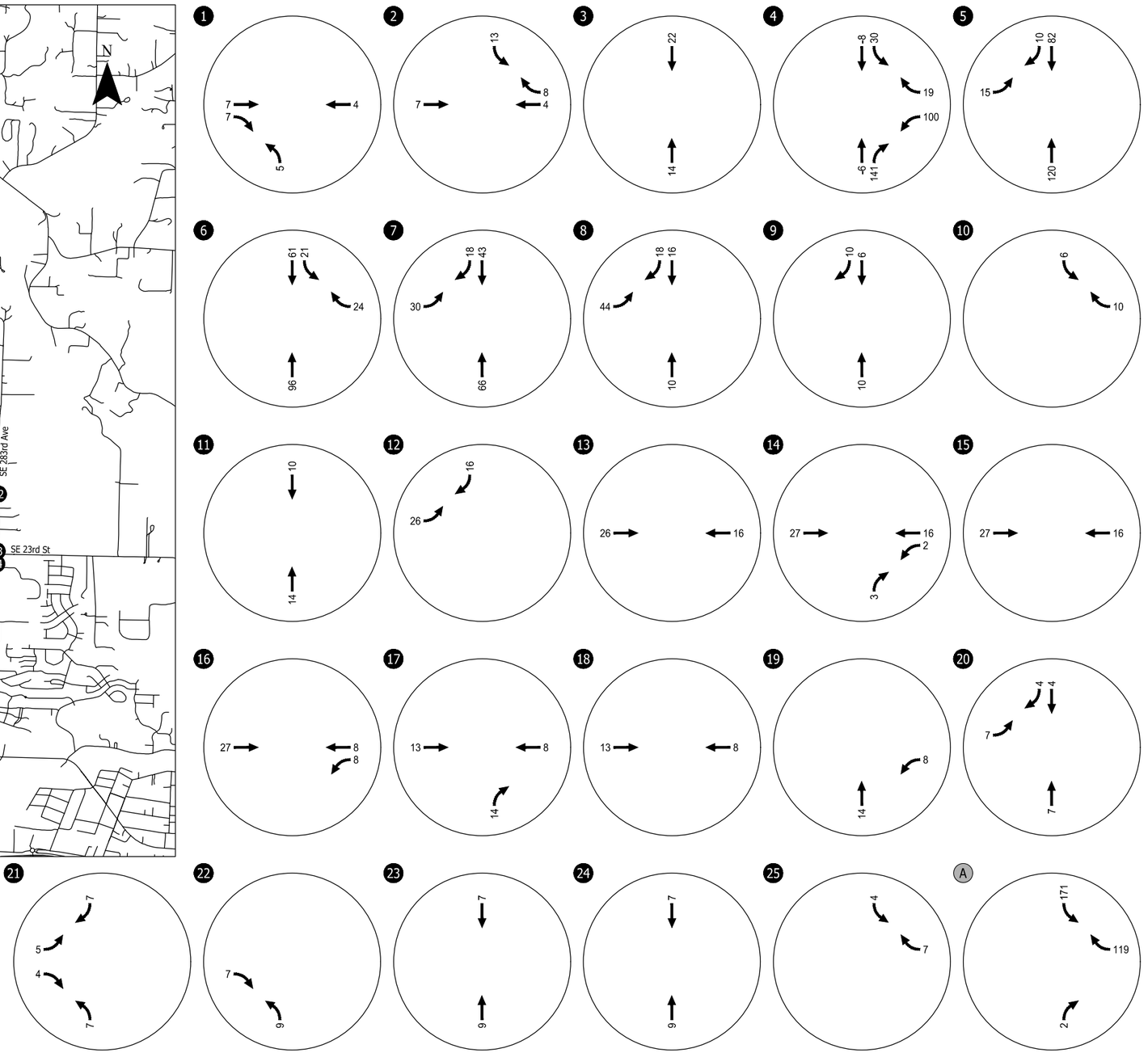
Figure
13

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0% Build-Out

Camas Woods *October 2024*





Note: Negative volumes reflact pass-by trips

Study Intersections

A Site Driveway

Weekday PM Peak Hour Site-Generated Trip Assignment Camas, Washington

Figure 14

C:\Users\rdoubleday\appdata\local\temp\AcPublish_23824\30088_figureset.dwg Oct 10, 2024 - 3:30pm - rdoubleday Layout Tab: Fig14 PM Trip

80% Build-Out

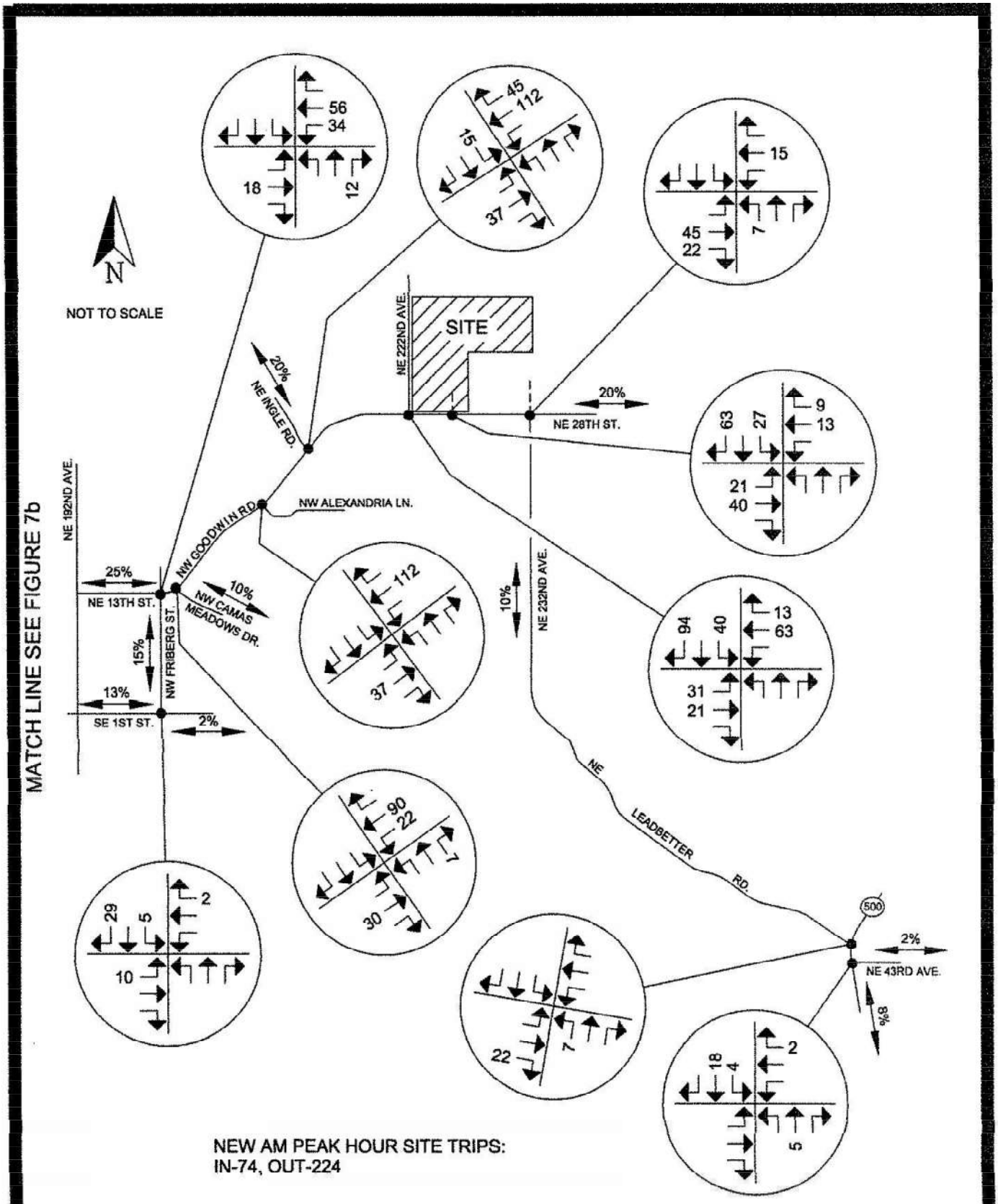


FIGURE 7a
SITE TRAFFIC DISTRIBUTION/
ASSIGNMENT, AM PEAK HOUR

KELLY ENGINEERING
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Phone: 360-433-7530

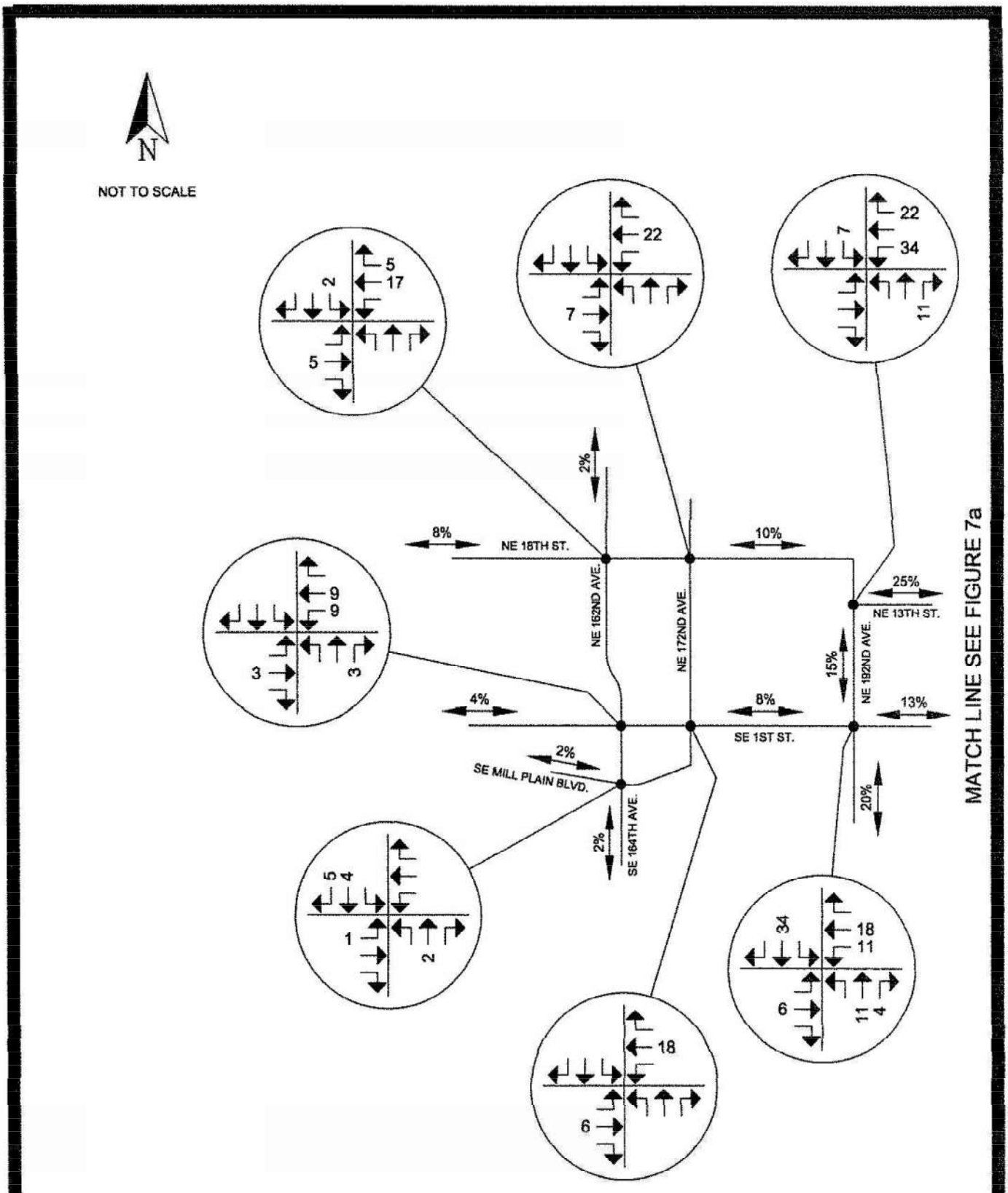


FIGURE 7b
SITE TRAFFIC DISTRIBUTION/ ASSIGNMENT, AM PEAK HOUR

KELLY ENGINEERING
316 E. Fourth Plain, A-2, Vancouver, WA 98663
Phone: 360-433-7530

80% Build-Out

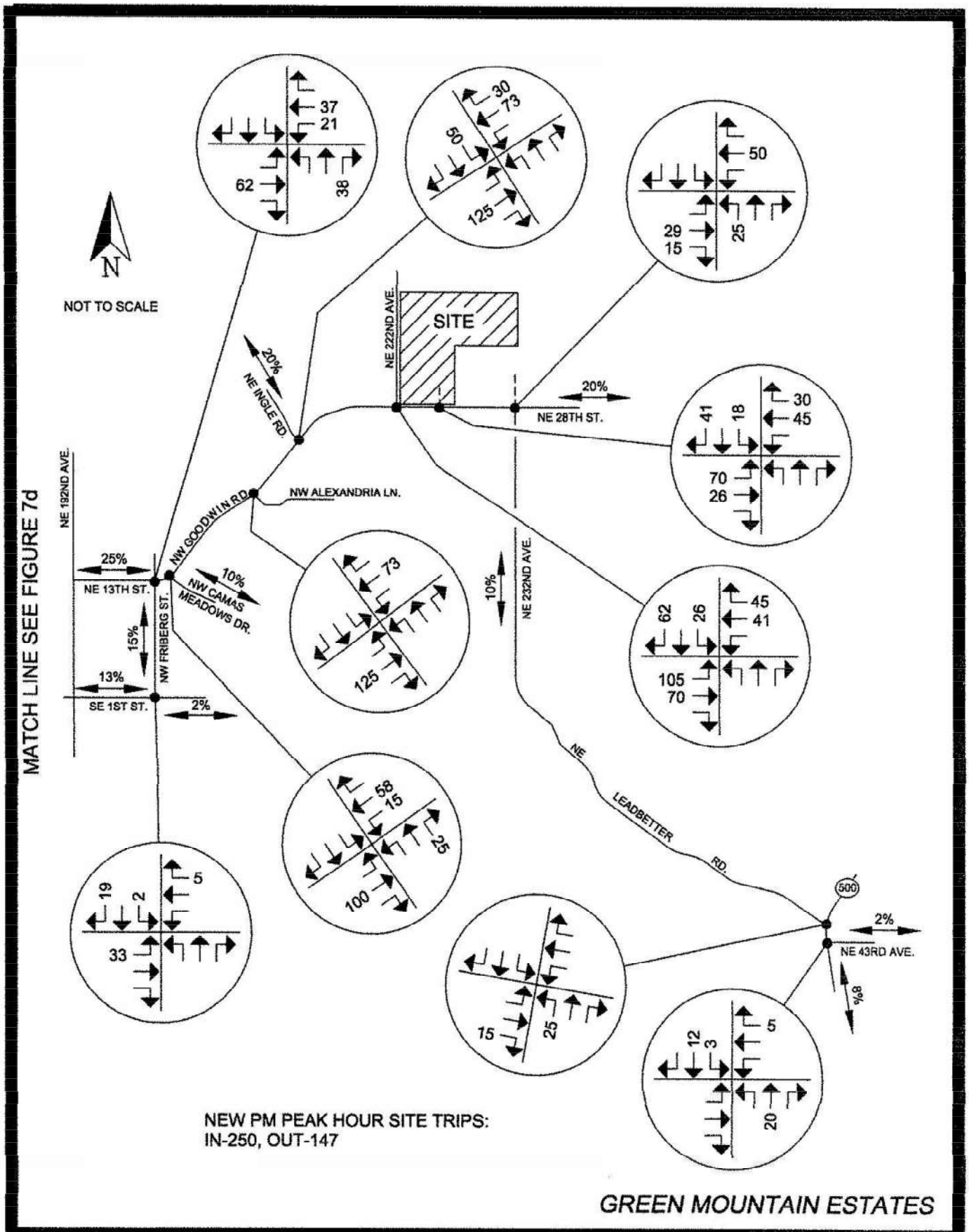


FIGURE 7c
SITE TRAFFIC DISTRIBUTION/
ASSIGNMENT, PM PEAK HOUR

KELLY ENGINEERING
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Phone: 360-433-7530

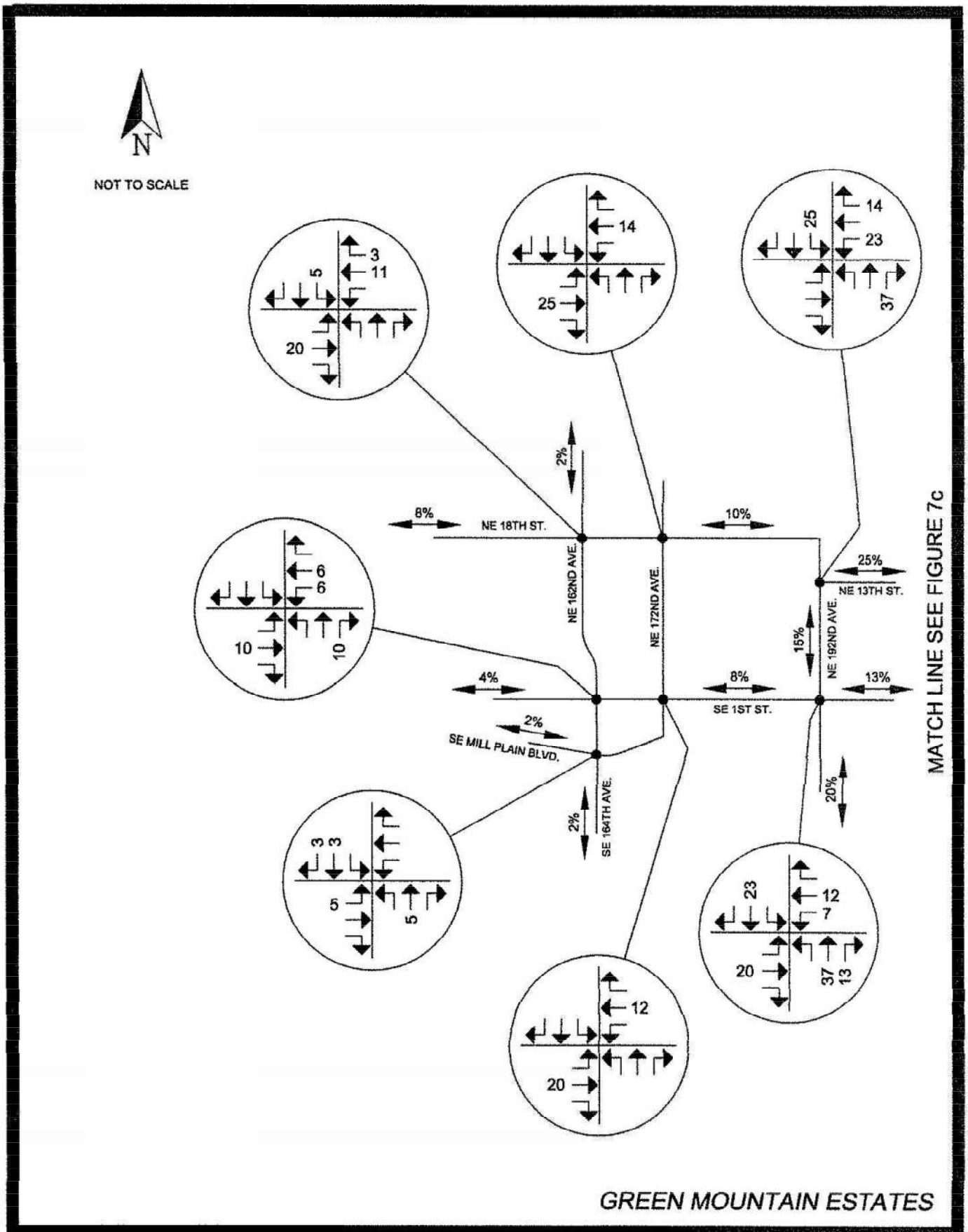
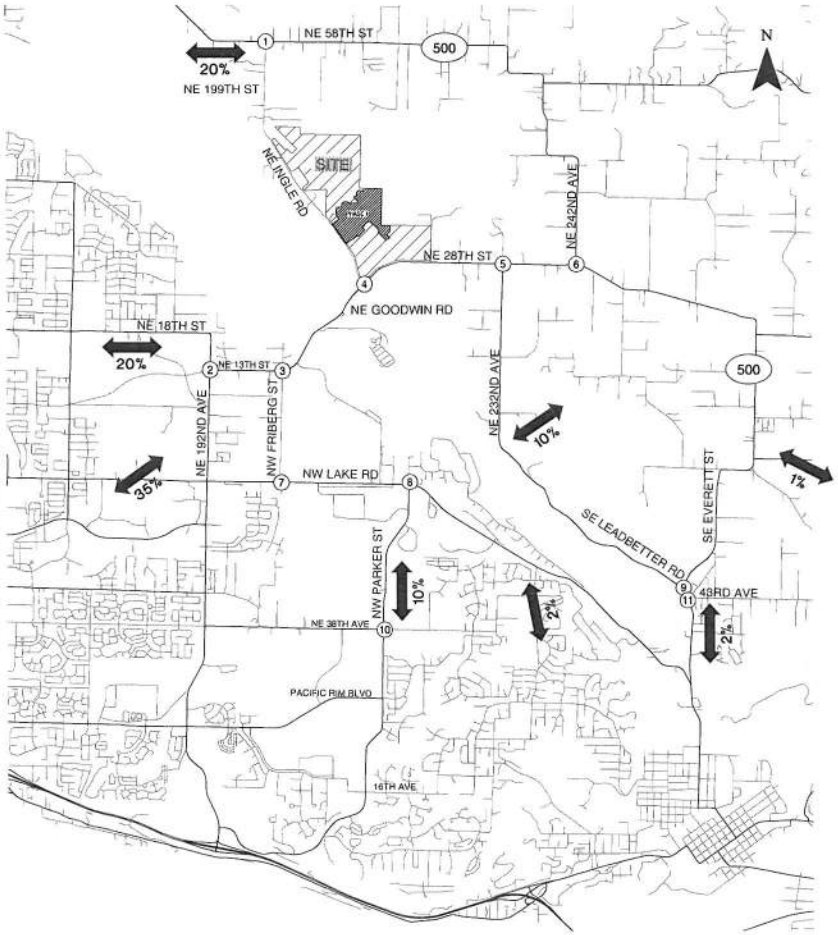


FIGURE 7d
SITE TRAFFIC DISTRIBUTION/ ASSIGNMENT, PM PEAK HOUR

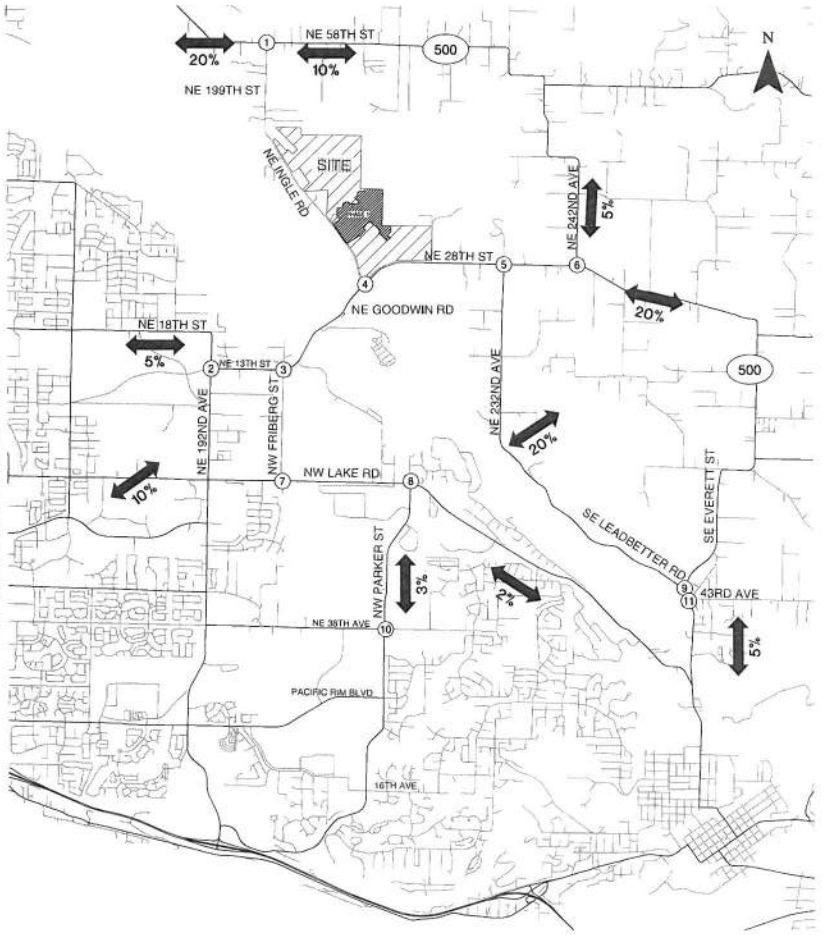
KELLY ENGINEERING
316 E. Fourth Plain, A-2, Vancouver, WA 98663
Phone: 360-433-7530

80% Build-Out

RESIDENTIAL DISTRIBUTION:



RETAIL DISTRIBUTION:



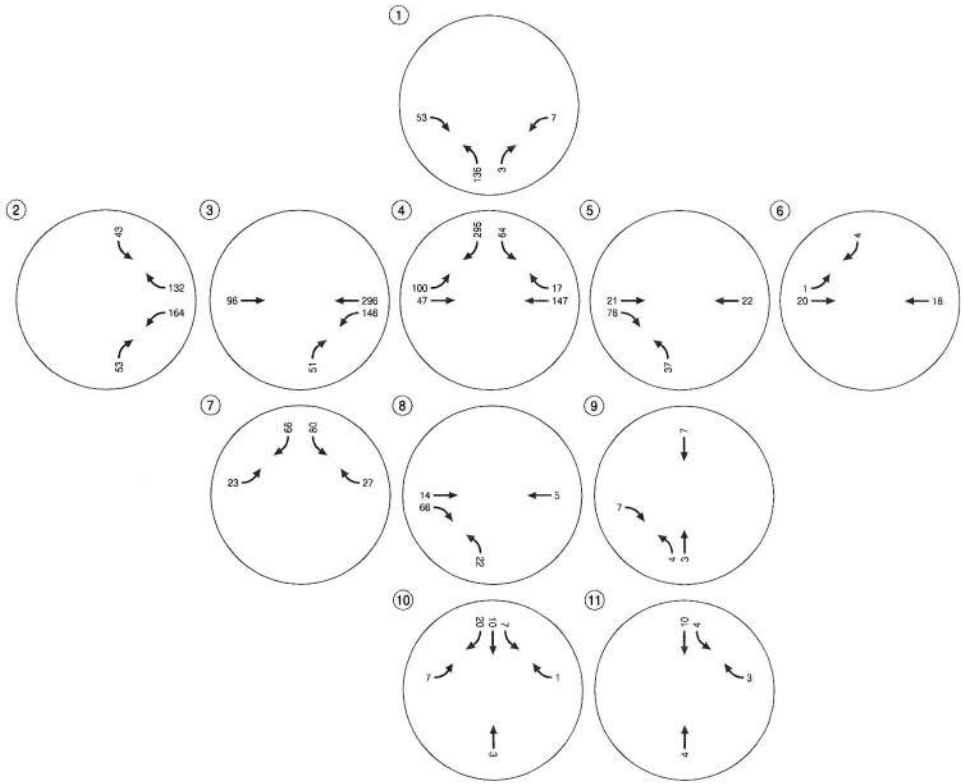
Estimated Trip Distribution Pattern
Camas, Washington

Figure 6

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING, PLANNING

75% Build-Out





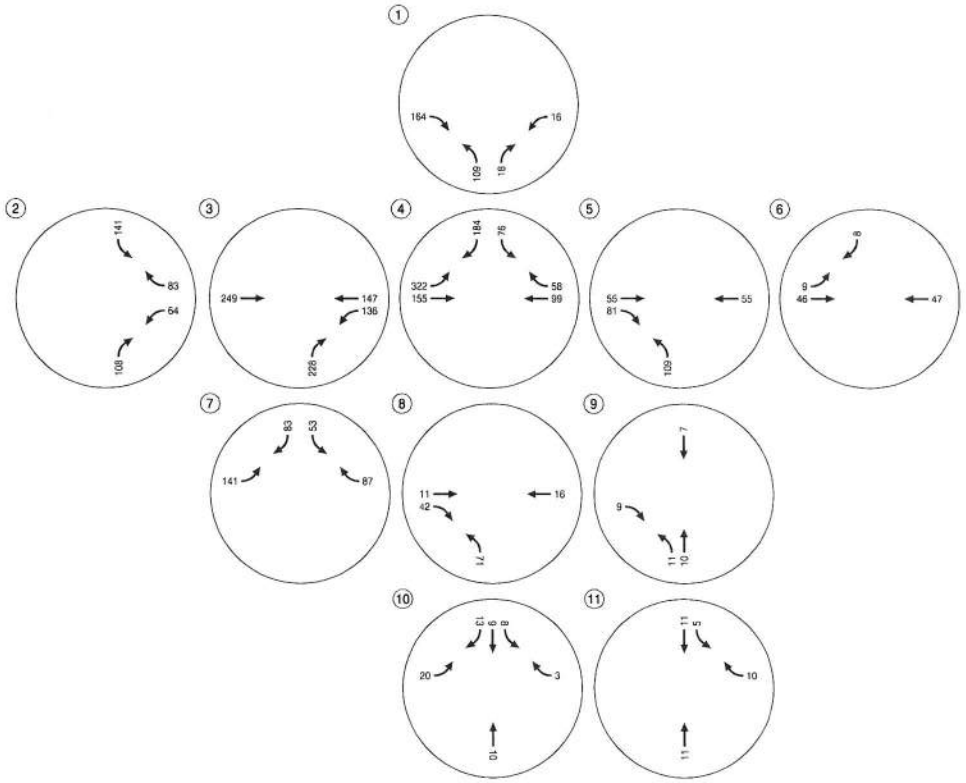
Total Estimated Trip Assignment - Full Build-Out
Weekday AM Peak Hour
Camas, Washington

Figure 9

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING, PLANNING

75% Build-Out

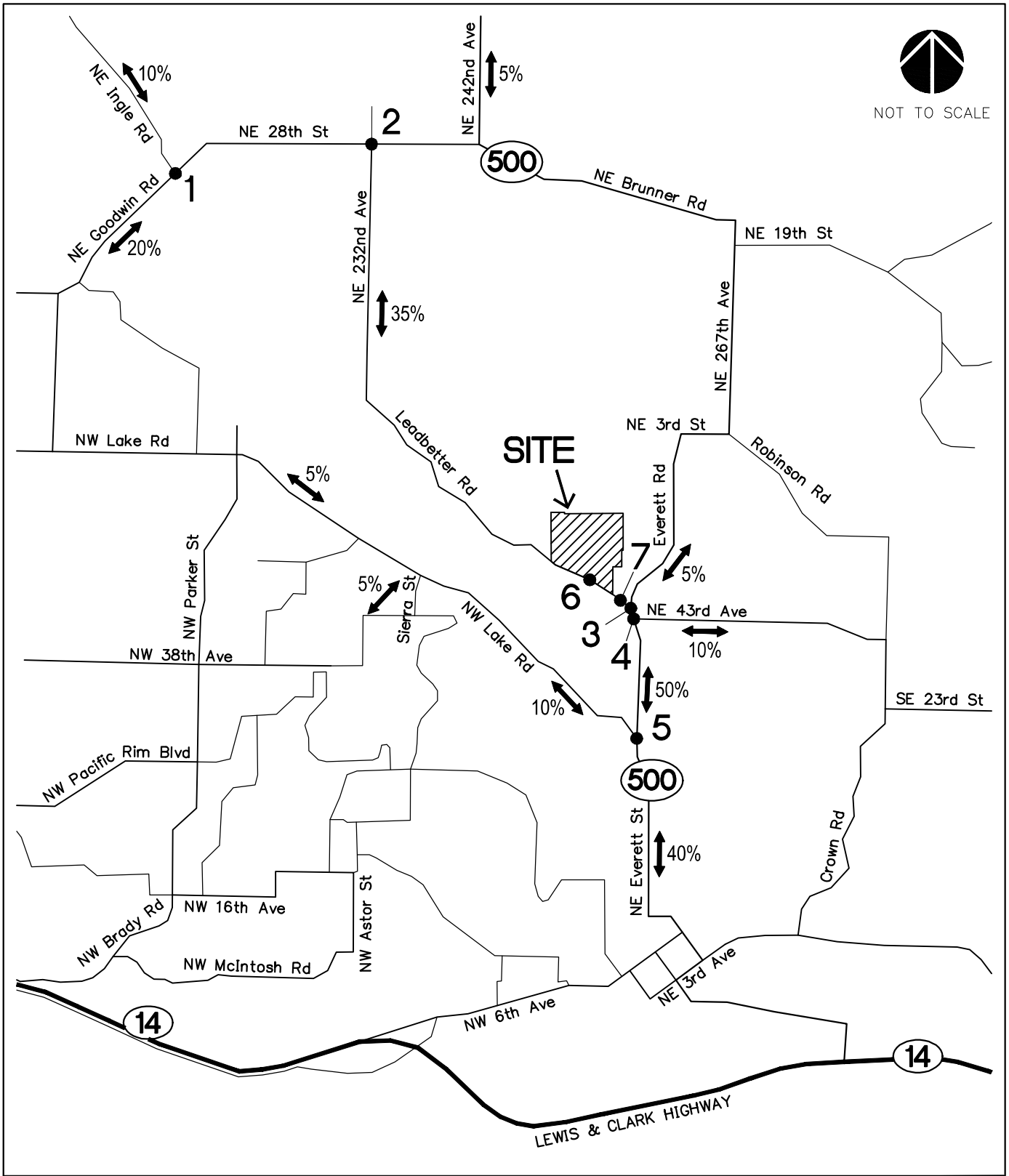




Total Estimated Trip Assignment - Full Build-Out
Weekday PM Peak Hour
Camas, Washington

Figure 10

KITTELSON & ASSOCIATES, INC.
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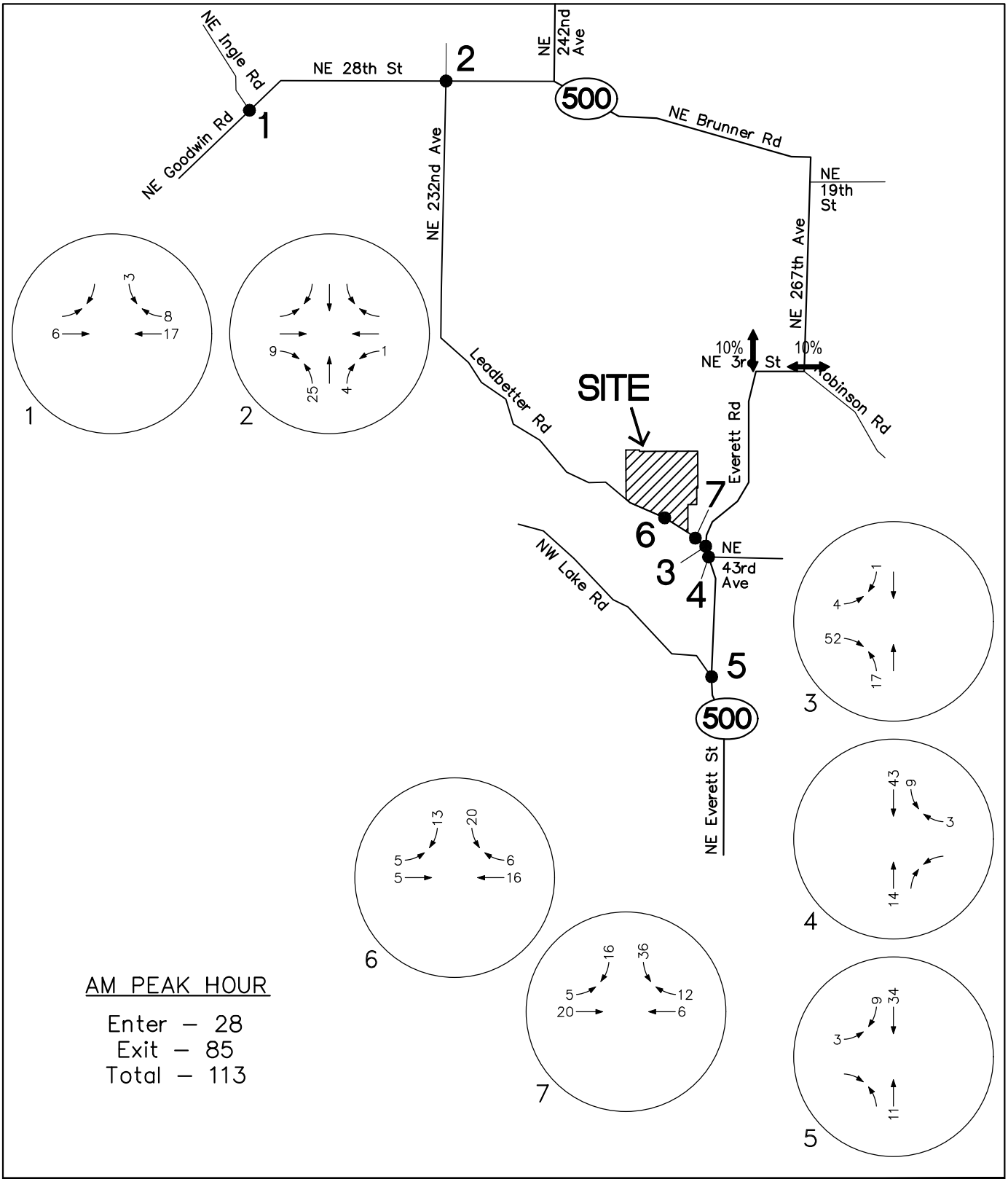
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TRIP DISTRIBUTION

CJ DENS EAST SUBDIVISION
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FIGURE 1



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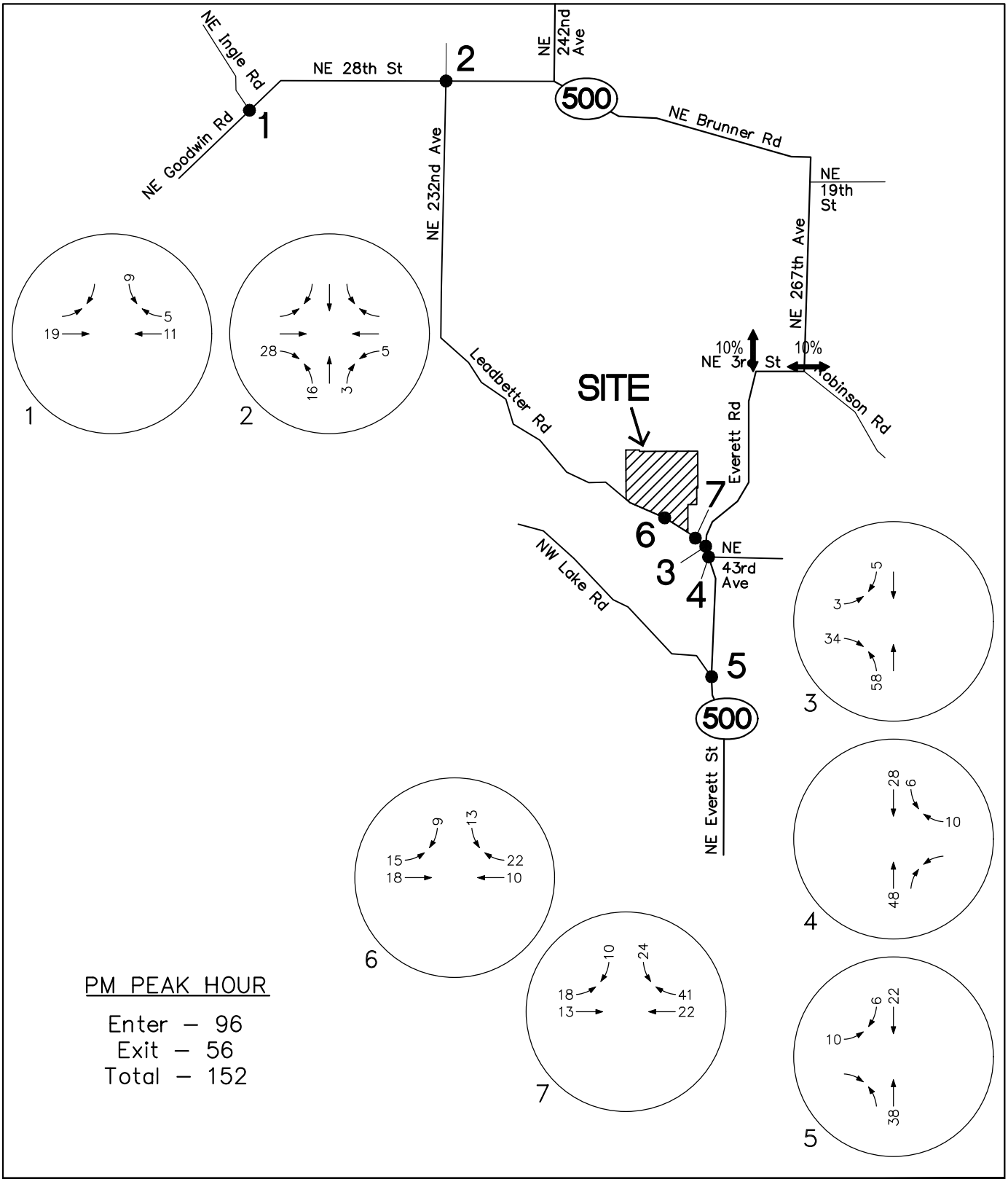
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PROJECT TRIP ASSIGNMENT
AM PEAK HOUR

CJ DENS EAST SUBDIVISION
CAMAS, WASHINGTON

FIGURE
2A



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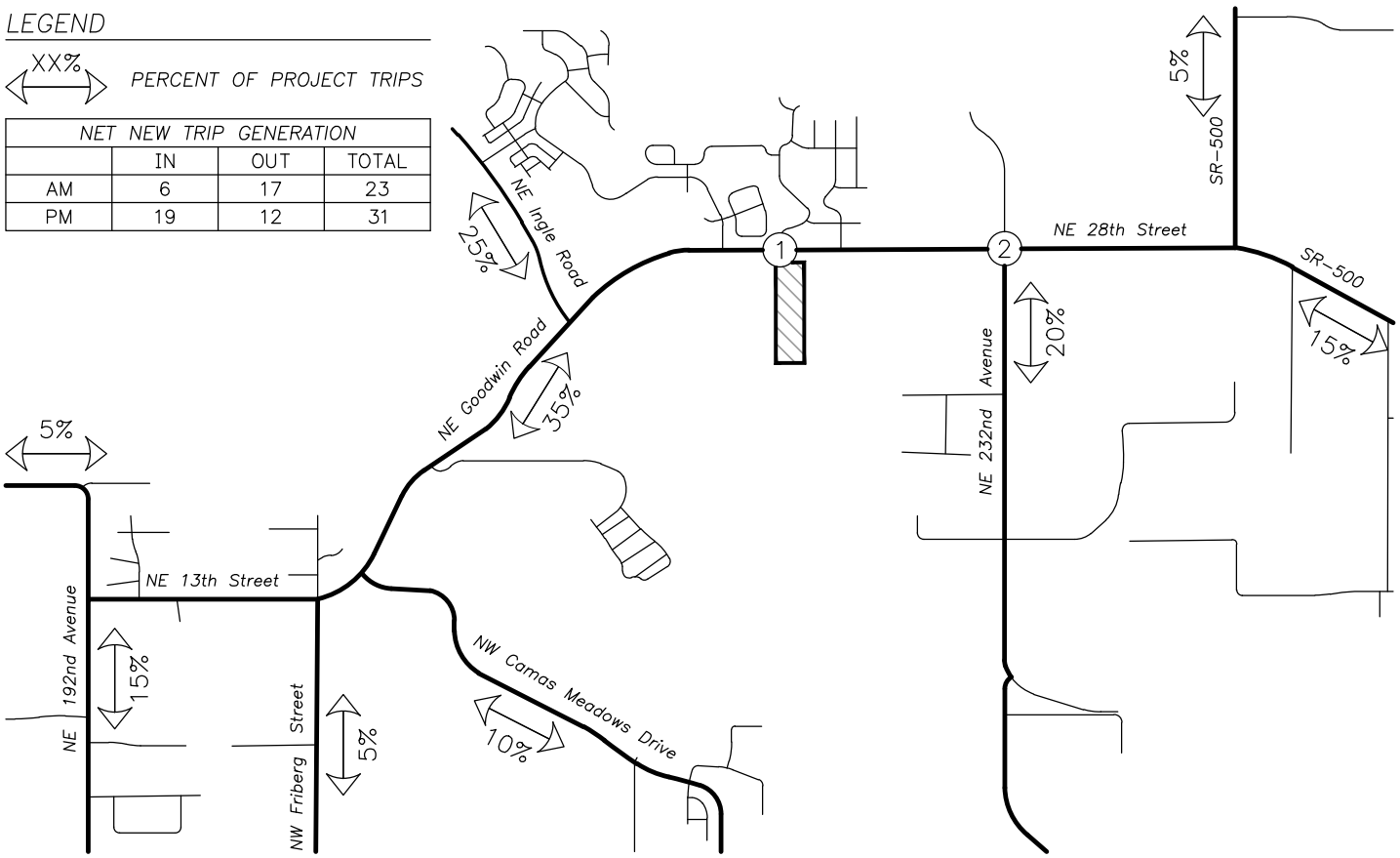
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DRAWN BY: JTJ
CHECKED BY: BTA
JOB NO: 220038900

PROJECT TRIP ASSIGNMENT
PM PEAK HOUR

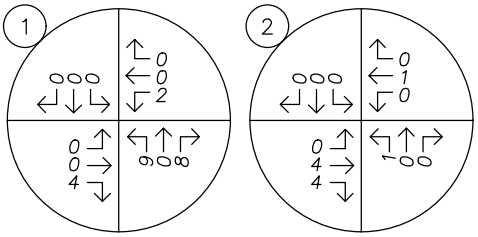
CJ DENS EAST SUBDIVISION
CAMAS, WASHINGTON

FIGURE
2B

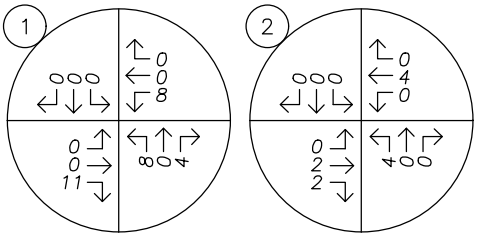
0% Build-Out



AM PEAK HOUR



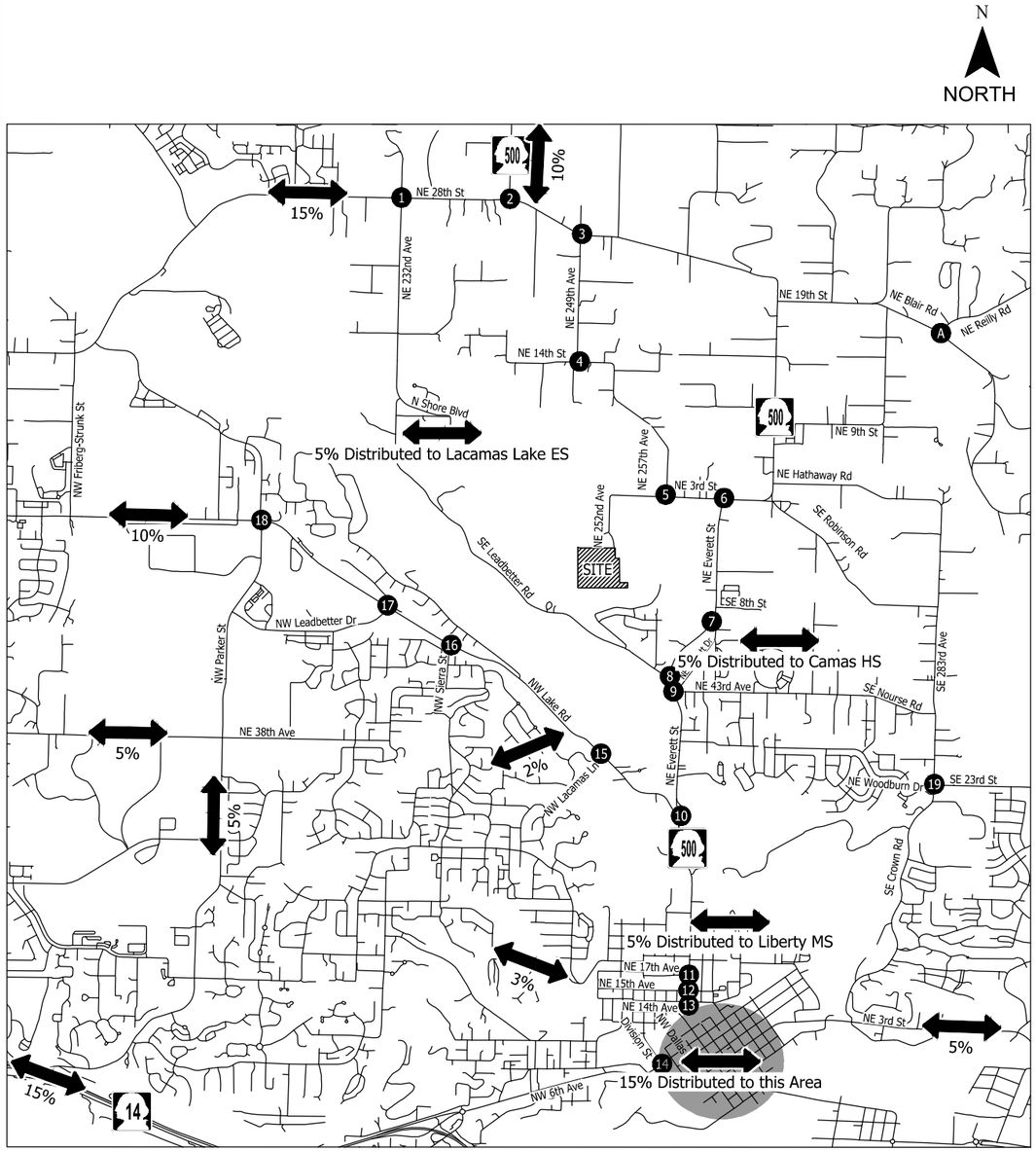
PM PEAK HOUR

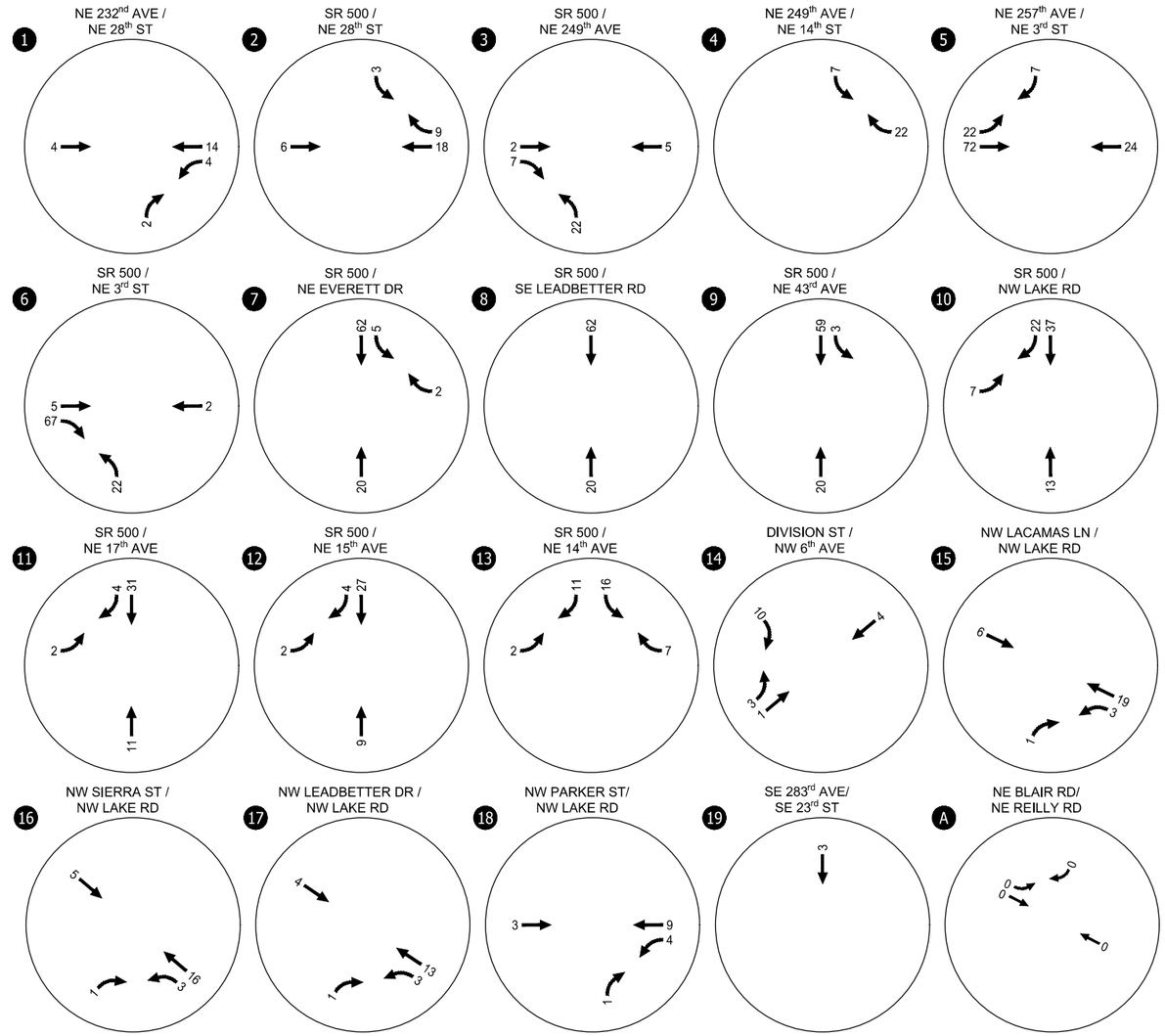


no scale

SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan - Site Trips
AM & PM Peak Hours

Figure 3



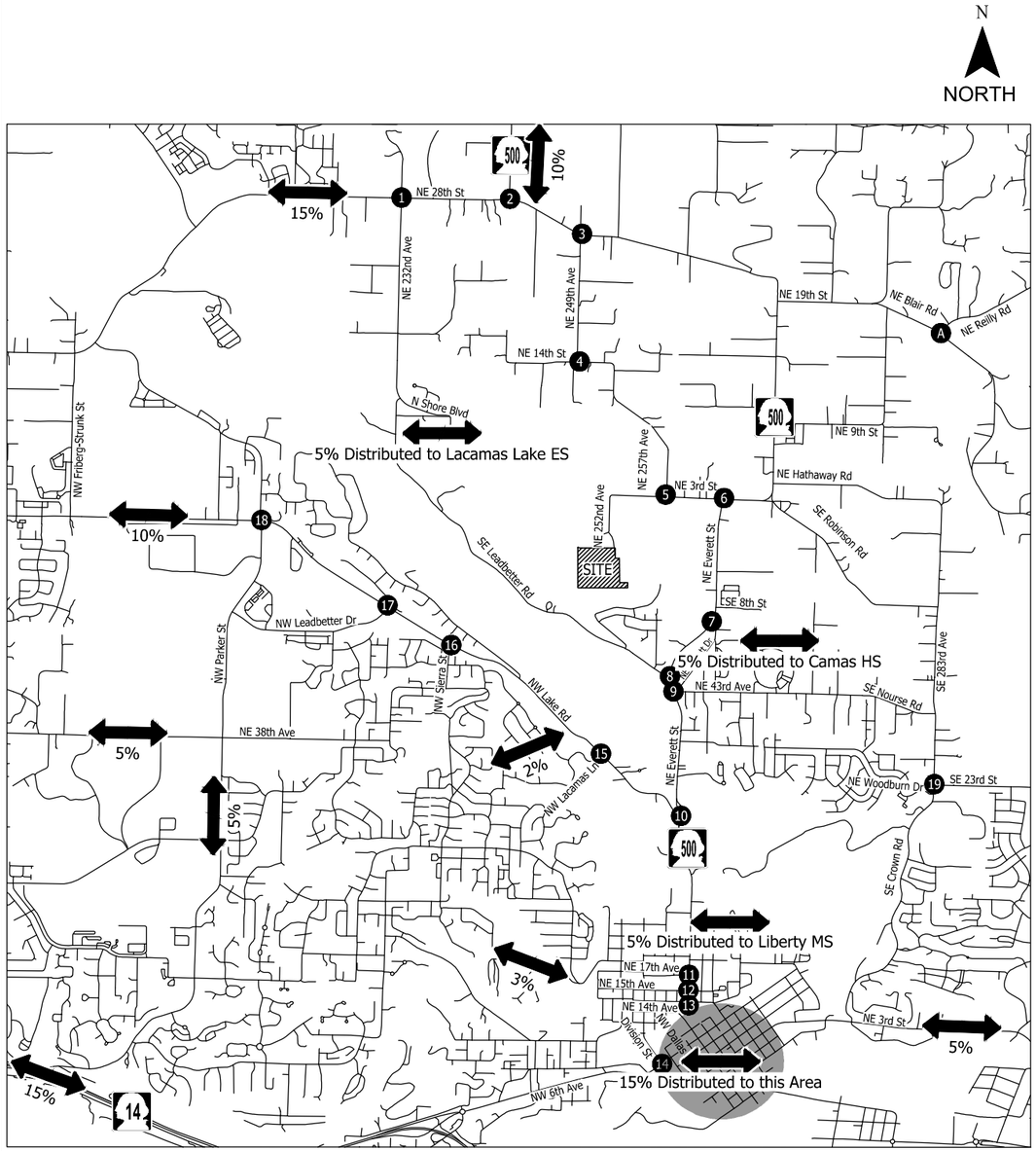


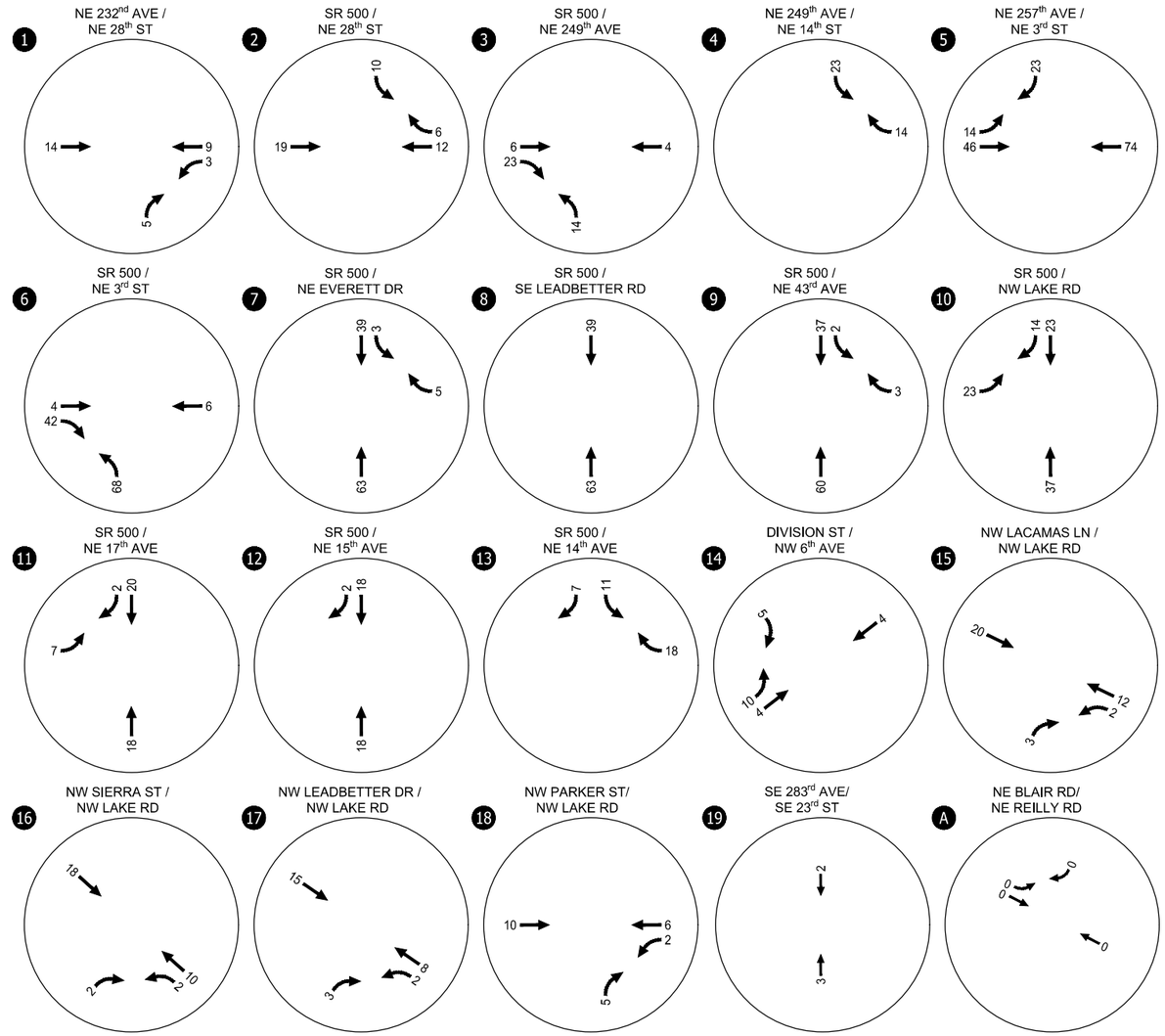
- SITE
- # - STUDY INTERSECTION
- XX -TRIP DISTRIBUTION

Site Generated Trip Assignment
Weekday AM Peak Hour
Camas, Washington

Figure 8

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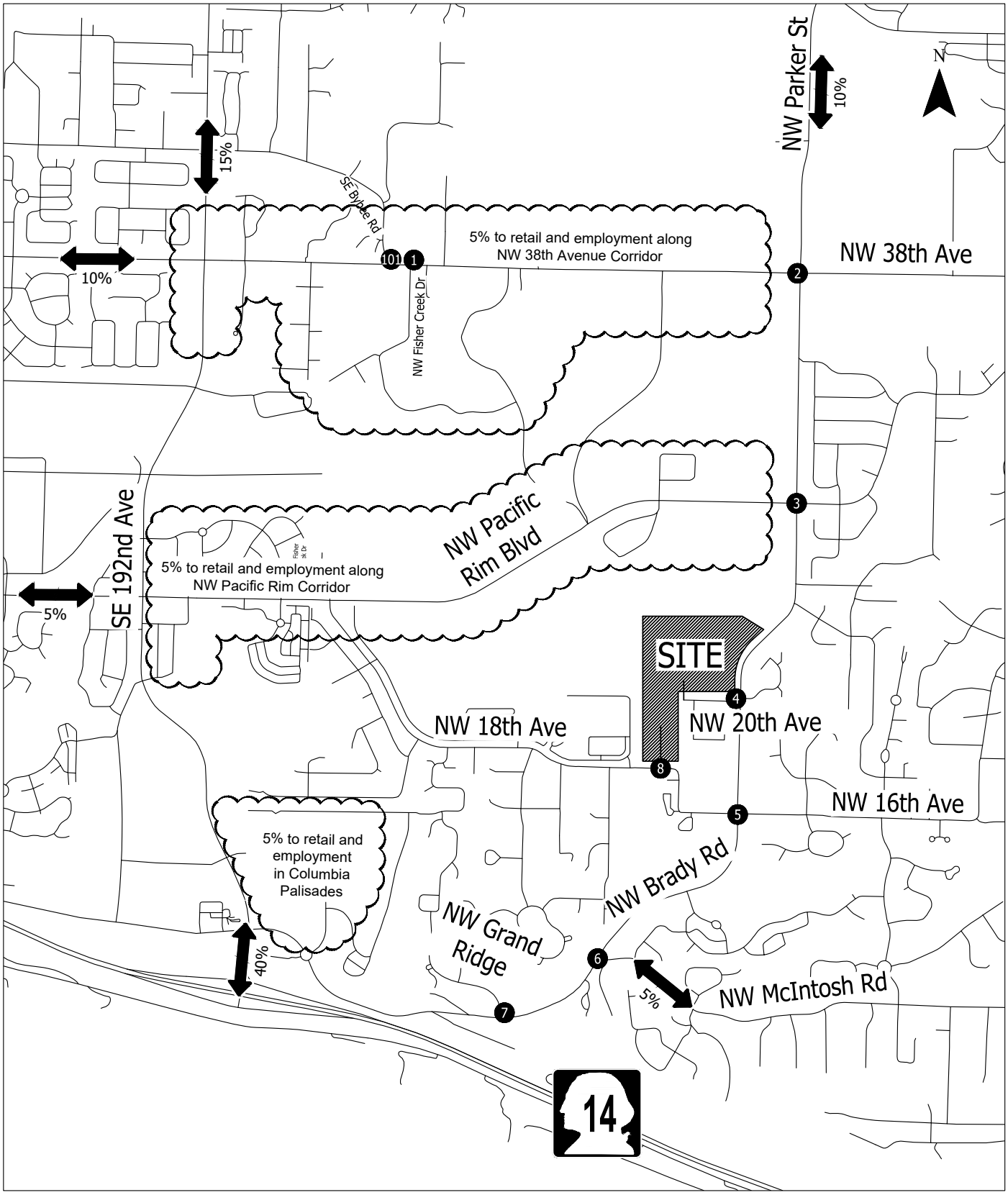


- SITE
- STUDY INTERSECTION
- -TRIP DISTRIBUTION (XX%)

Site Generated Trip Assignment
Weekday PM Peak Hour
Camas, Washington

Figure 9

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Estimated Trip Distribution Pattern
Camas, Washington

Figure
6

(#) Study Intersections

XX% Trip Distribution Percentage

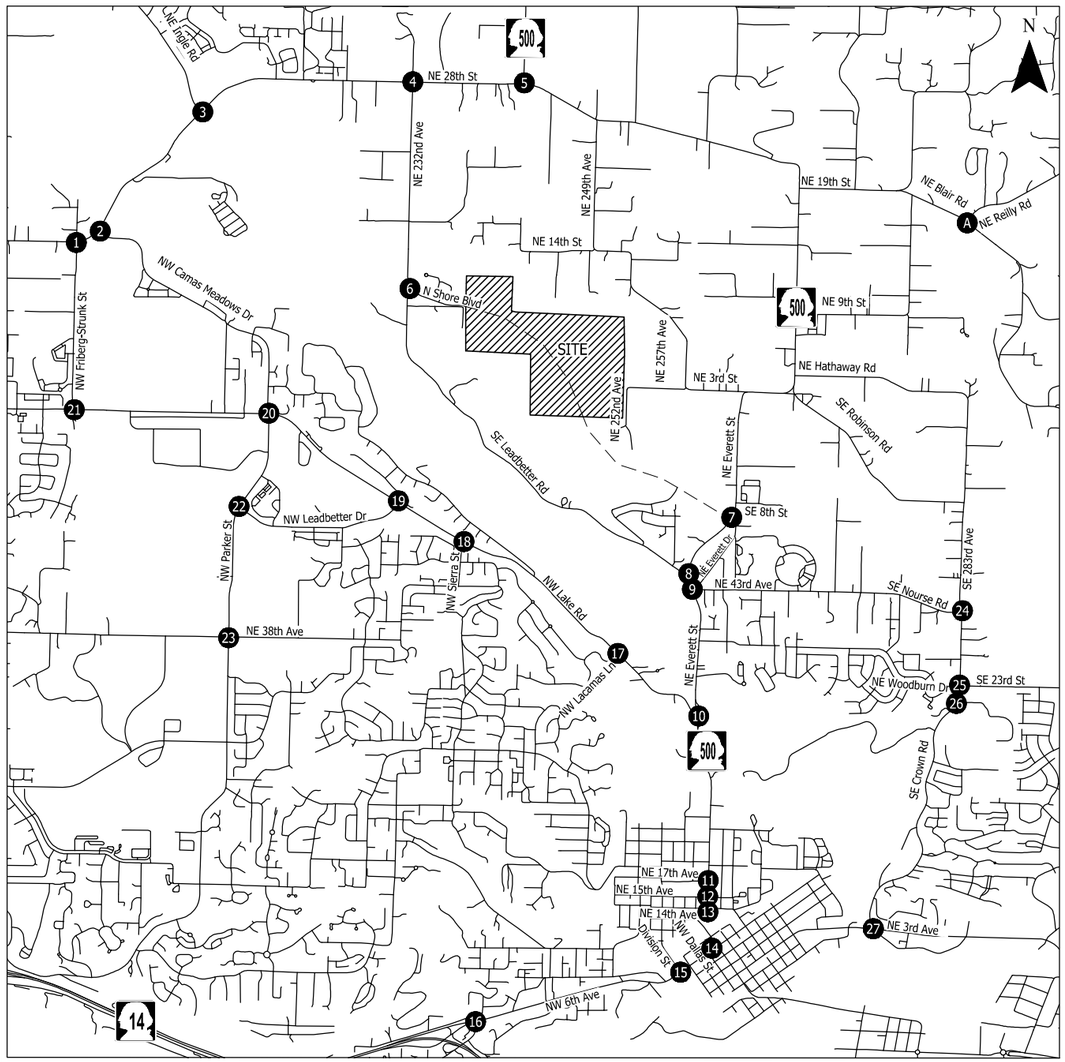
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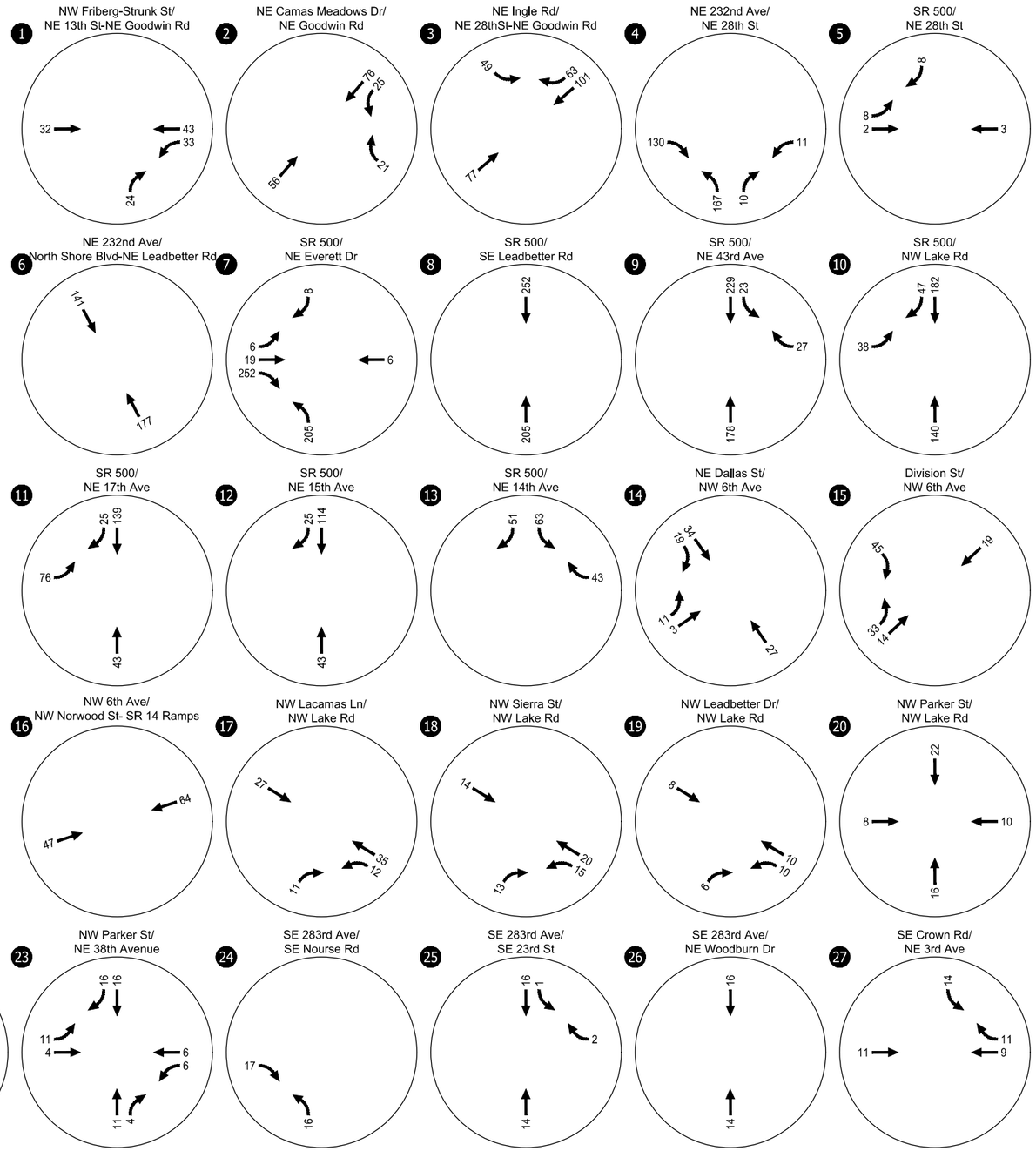
KITTELSON & ASSOCIATES

Site-Generated Trip Assignment
Weekday AM & PM Peak Hours
Camas, Washington

Figure
7

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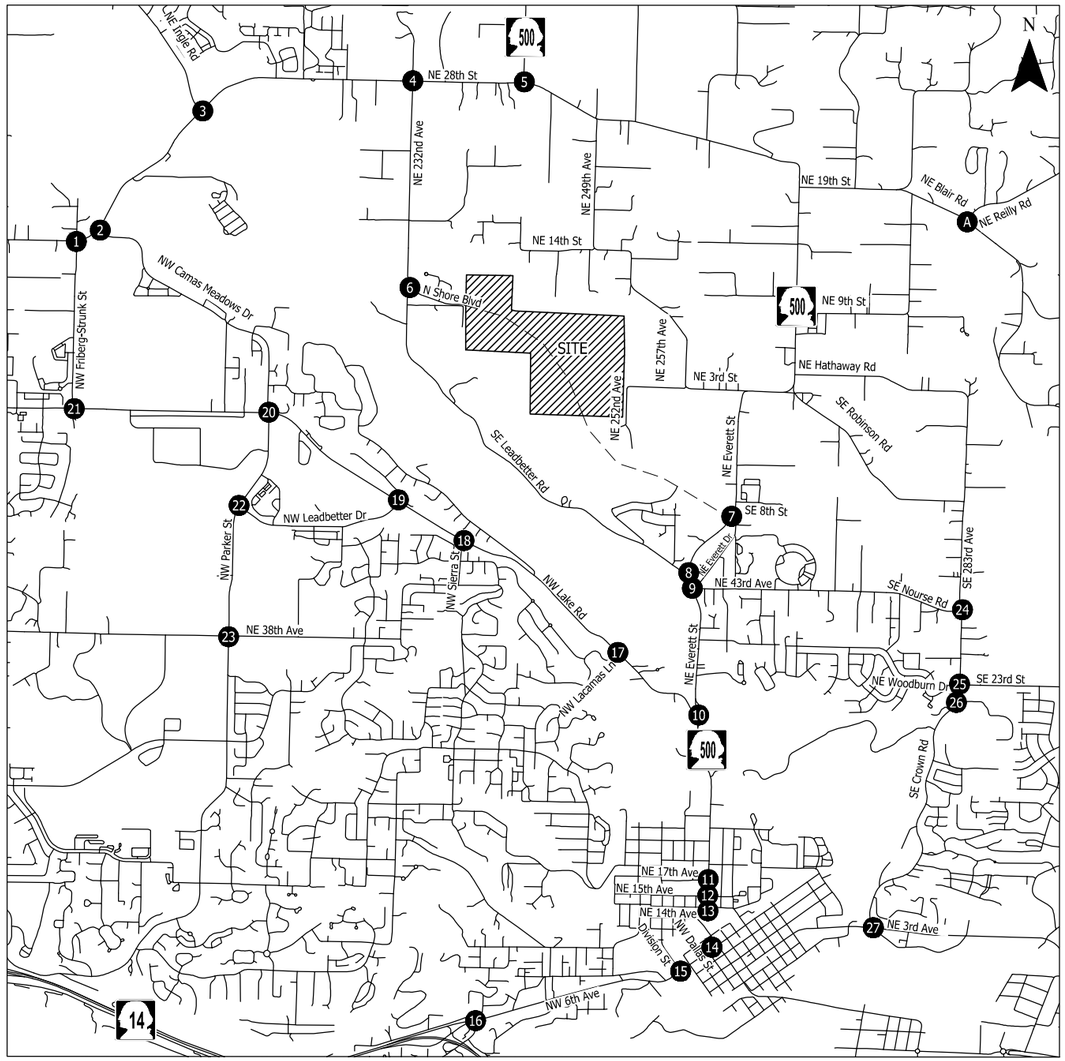


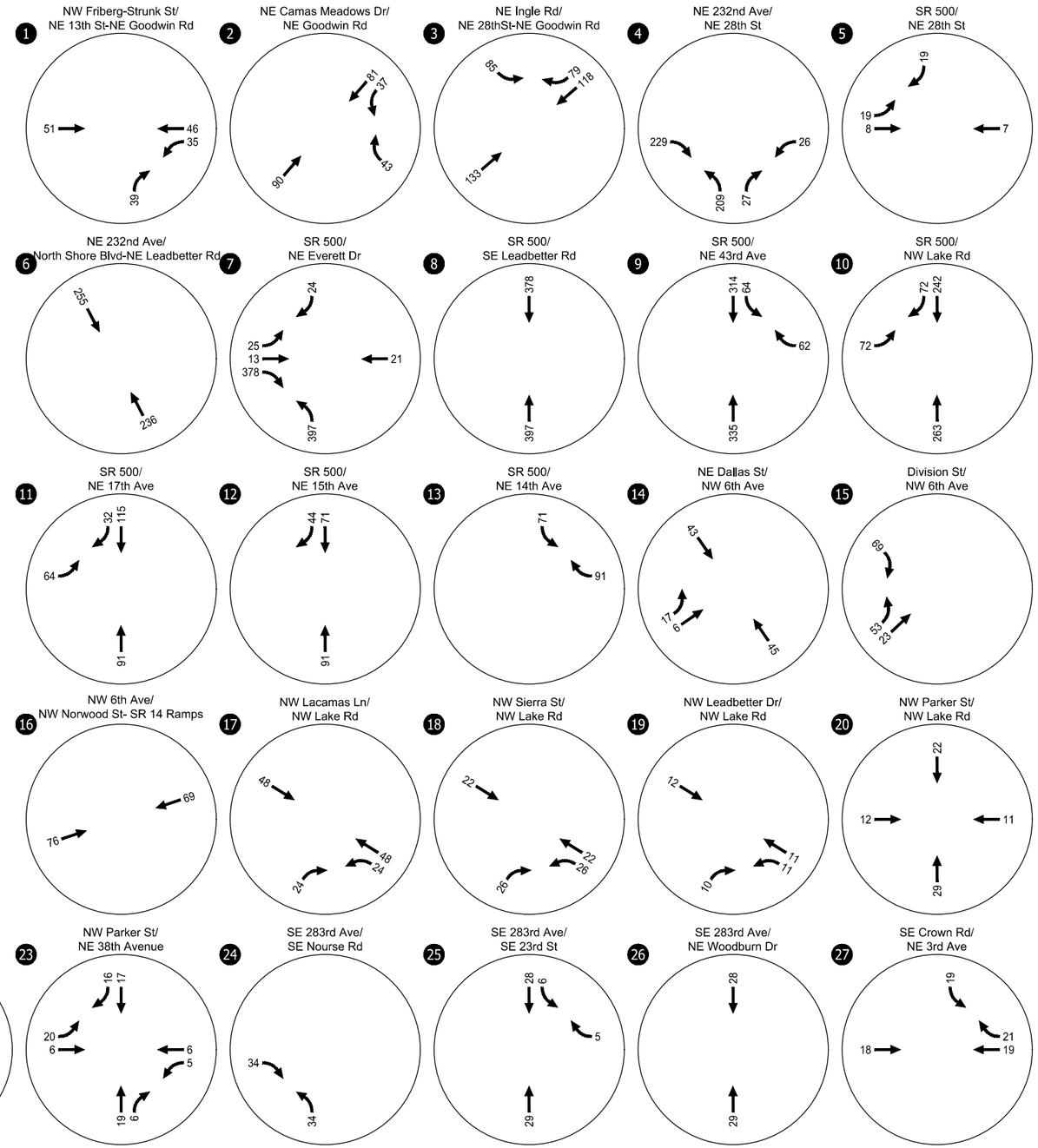
Study Intersections

Weekday AM Peak Hour Cumulative Net New Site Trips Camas, Washington

Figure 8

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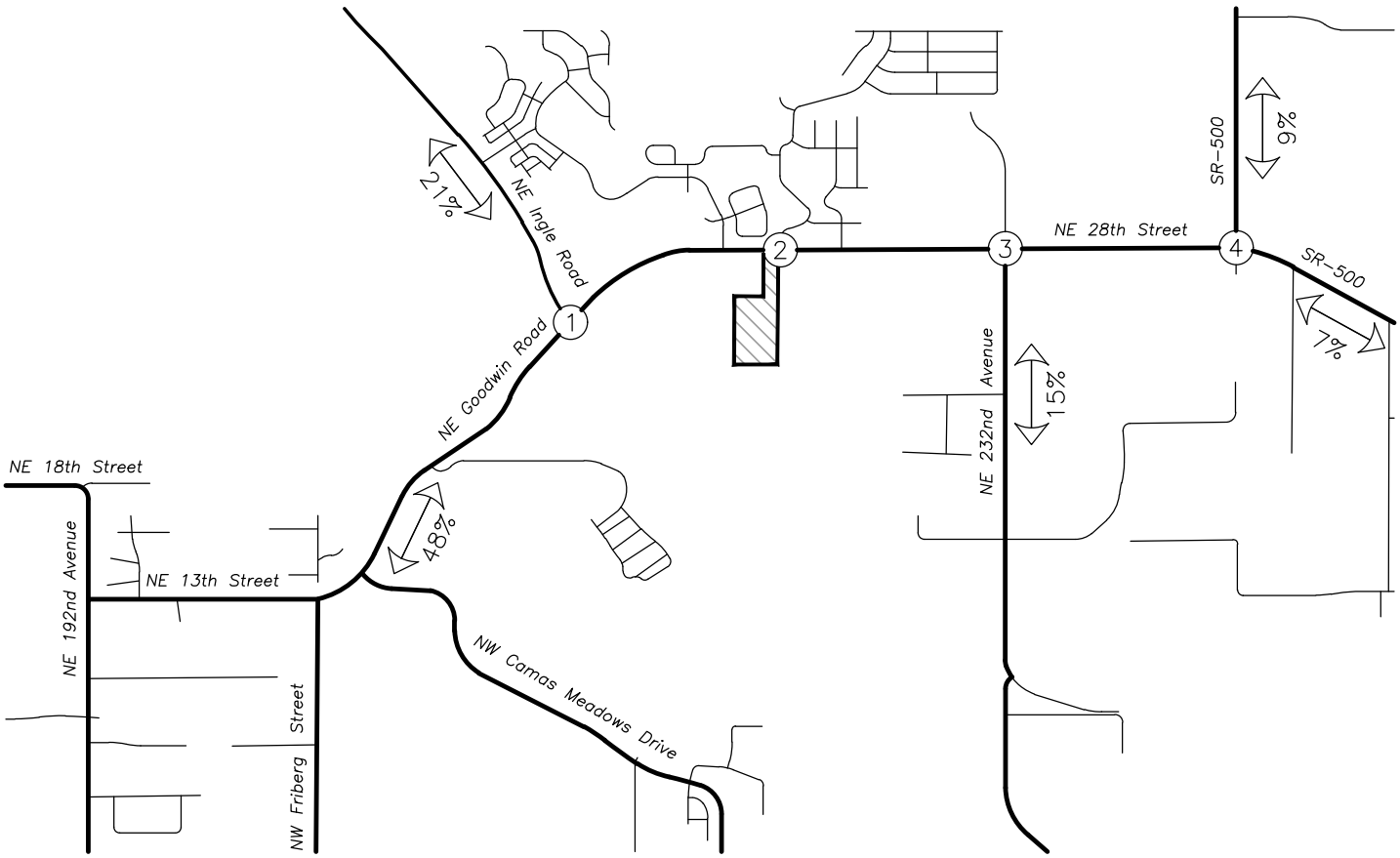
Study Intersections

Weekday PM Peak Hour Cumulative Net New Site Trips Camas, Washington

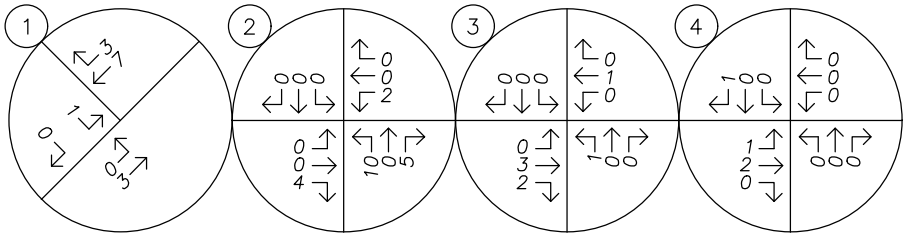
Figure 9

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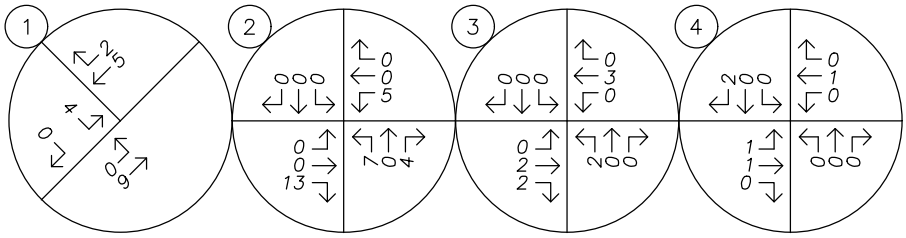
0% Build-Out



AM PEAK HOUR



PM PEAK HOUR



LEGEND

XX% PERCENT OF PROJECT TRIPS

NET NEW TRIP GENERATION			
	IN	OUT	TOTAL
AM	6	15	21
PM	18	11	29

no scale

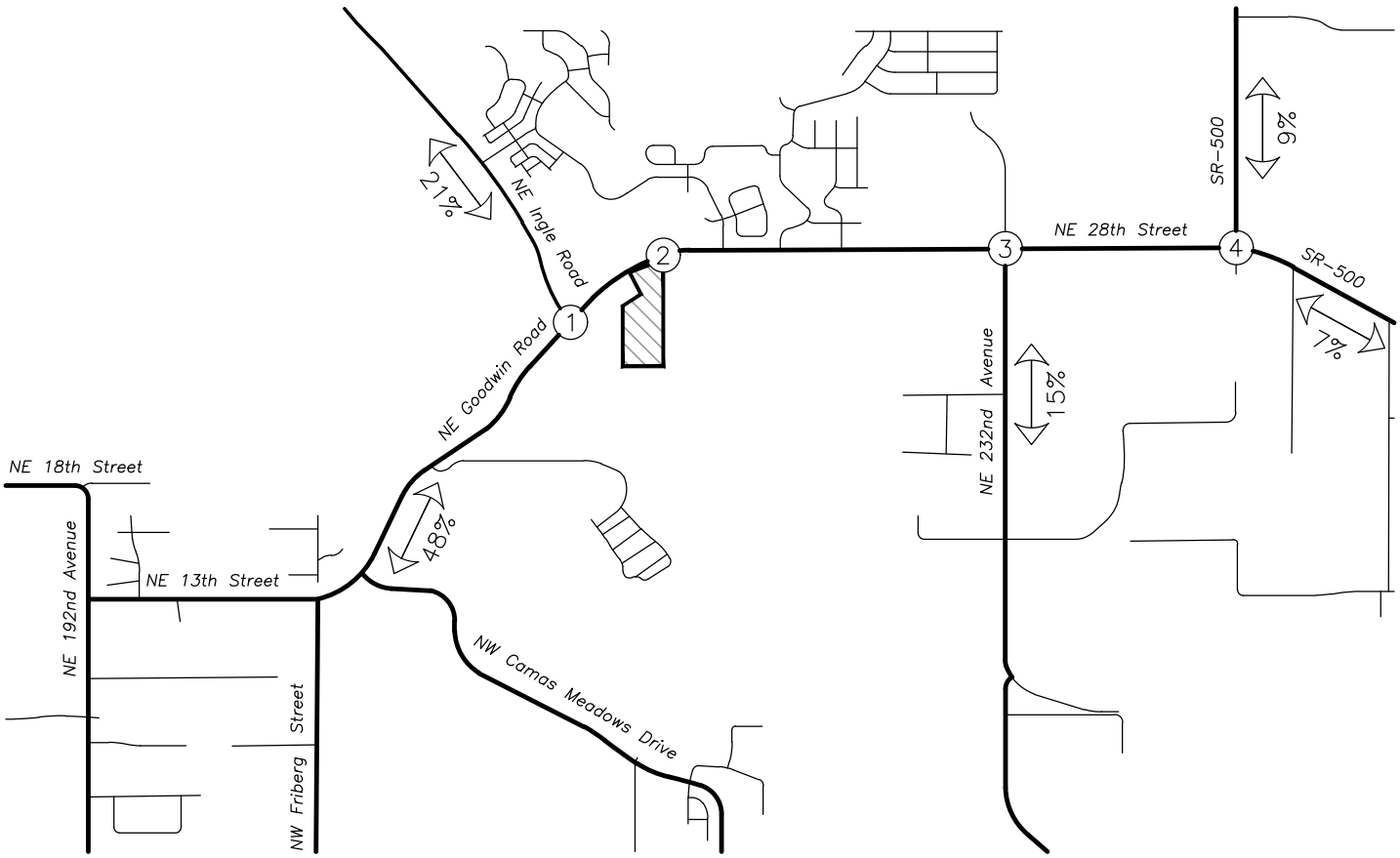
SITE TRIP DISTRIBUTION & ASSIGNMENT

Proposed Development Plan - Site Trips
AM & PM Peak Hours

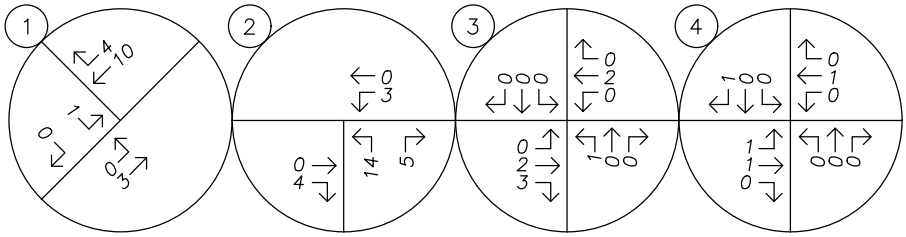
Figure 3
Landing at Green Mountain Ph

4/23/2025

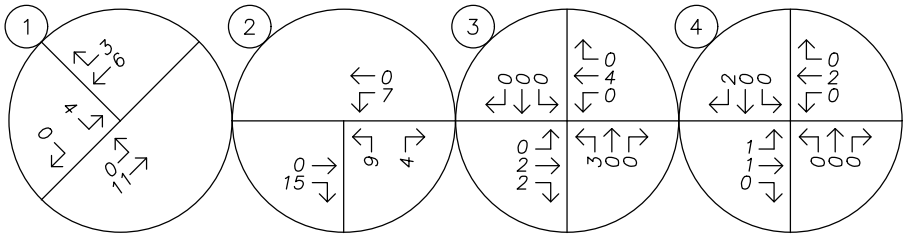
0% Build-Out



AM PEAK HOUR



PM PEAK HOUR



LEGEND

XX% *PERCENT OF PROJECT TRIPS*

NET NEW TRIP GENERATION			
	IN	OUT	TOTAL
AM	7	19	26
PM	22	13	35

no scale

lancaster mobley

SITE TRIP DISTRIBUTION & ASSIGNMENT

Proposed Development Plan - Site Trips
AM & PM Peak Hours

Figure 3

Appendix F : Year 2028 Background Traffic Conditions Analysis Worksheets

HCM 7th Signalized Intersection Summary
1: NE Everett St & NE 43rd Ave

03/05/2026



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	323	71	399	468	104	621
Future Volume (veh/h)	323	71	399	468	104	621
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1463	1550	1622	1595	1504	1695
Adj Flow Rate, veh/h	376	83	464	0	121	722
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	11	4	3	5	18	4
Cap, veh/h	447	422	603		325	909
Arrive On Green	0.32	0.32	0.37	0.00	0.08	0.54
Sat Flow, veh/h	1393	1314	1622	1352	1433	1695
Grp Volume(v), veh/h	376	83	464	0	121	722
Grp Sat Flow(s),veh/h/ln	1393	1314	1622	1352	1433	1695
Q Serve(g_s), s	15.8	2.9	15.8	0.0	2.9	21.7
Cycle Q Clear(g_c), s	15.8	2.9	15.8	0.0	2.9	21.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	447	422	603		325	909
V/C Ratio(X)	0.84	0.20	0.77		0.37	0.79
Avail Cap(c_a), veh/h	797	751	902		546	1482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	15.5	17.4	0.0	11.8	11.8
Incr Delay (d2), s/veh	4.3	0.2	4.6	0.0	0.7	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.0	1.5	9.9	0.0	1.4	11.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.2	15.7	21.9	0.0	12.5	13.8
LnGrp LOS	C	B	C		B	B
Approach Vol, veh/h	459		464			843
Approach Delay, s/veh	22.7		21.9			13.6
Approach LOS	C		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.3	28.4			38.7	24.2
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+I1), s	5.9	18.8			24.7	18.8
Green Ext Time (p_c), s	0.2	4.6			6.8	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	18.1
HCM 7th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	106	53	8	230	0	121	0	21	0	0	3
Future Vol, veh/h	0	106	53	8	230	0	121	0	21	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	13	4	25	5	0	5	0	0	0	0	0
Mvmt Flow	0	143	72	11	311	0	164	0	28	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	311	0	0	215	0	0	511	511	179	476	547	311
Stage 1	-	-	-	-	-	-	179	179	-	332	332	-
Stage 2	-	-	-	-	-	-	332	332	-	143	215	-
Critical Hdwy	4.1	-	-	4.35	-	-	7.15	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.425	-	-	3.545	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1261	-	-	1230	-	-	468	469	869	503	447	734
Stage 1	-	-	-	-	-	-	816	755	-	685	648	-
Stage 2	-	-	-	-	-	-	675	648	-	864	729	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1261	-	-	1230	-	-	461	464	869	481	442	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	461	464	-	481	442	-
Stage 1	-	-	-	-	-	-	816	755	-	678	641	-
Stage 2	-	-	-	-	-	-	664	641	-	836	729	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.27	16.81	9.93
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	495	1261	-	-	61	-	-	734
HCM Lane V/C Ratio	0.388	-	-	-	0.009	-	-	0.006
HCM Ctrl Dly (s/v)	16.8	0	-	-	8	0	-	9.9
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.8	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	8	8	117	53	8
Future Vol, veh/h	25	8	8	117	53	8
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	6	12	12
Mvmt Flow	32	10	10	148	67	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	243	74	79	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	750	993	1532	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	743	991	1529	-	-	-
Mov Cap-2 Maneuver	743	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.8	0.47	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	115	-	791	-	-
HCM Lane V/C Ratio	0.007	-	0.053	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 7th Signalized Intersection Summary
1: NE Everett St & NE 43rd Ave

03/05/2026



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	138	65	575	316	70	379
Future Volume (veh/h)	138	65	575	316	70	379
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1791	1791	1900	1841
Adj Flow Rate, veh/h	150	71	625	0	76	412
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	1	1	0	4
Cap, veh/h	267	238	885		435	1209
Arrive On Green	0.15	0.15	0.49	0.00	0.05	0.66
Sat Flow, veh/h	1810	1610	1791	1518	1810	1841
Grp Volume(v), veh/h	150	71	625	0	76	412
Grp Sat Flow(s),veh/h/ln	1810	1610	1791	1518	1810	1841
Q Serve(g_s), s	3.5	1.8	12.5	0.0	0.8	4.6
Cycle Q Clear(g_c), s	3.5	1.8	12.5	0.0	0.8	4.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	267	238	885		435	1209
V/C Ratio(X)	0.56	0.30	0.71		0.17	0.34
Avail Cap(c_a), veh/h	1417	1261	1363		928	2202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	17.5	9.0	0.0	6.5	3.5
Incr Delay (d2), s/veh	1.9	0.7	2.2	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	1.2	6.8	0.0	0.3	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.1	18.2	11.3	0.0	6.7	3.7
LnGrp LOS	C	B	B		A	A
Approach Vol, veh/h	221		625			488
Approach Delay, s/veh	19.5		11.3			4.2
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.5	27.7			35.2	10.8
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+I1), s	3.8	15.5			7.6	6.5
Green Ext Time (p_c), s	0.1	7.2			3.4	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	86	97	9	71	0	62	1	11	2	0	1
Future Vol, veh/h	1	86	97	9	71	0	62	1	11	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	0	0	100	0	100	0	0
Mvmt Flow	1	100	113	10	83	0	72	1	13	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	213	0	0	262	262	156	206	319	83
Stage 1	-	-	-	-	-	-	159	159	-	103	103	-
Stage 2	-	-	-	-	-	-	103	103	-	103	215	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	7.5	6.2	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.5	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.5	-	7.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.9	3.3	4.4	4	3.3
Pot Cap-1 Maneuver	1527	-	-	1370	-	-	695	506	894	582	601	983
Stage 1	-	-	-	-	-	-	848	613	-	710	813	-
Stage 2	-	-	-	-	-	-	907	653	-	711	728	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1370	-	-	688	501	894	567	596	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	688	501	-	567	596	-
Stage 1	-	-	-	-	-	-	847	613	-	705	807	-
Stage 2	-	-	-	-	-	-	899	648	-	699	728	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.86	10.78	10.48
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	709	9	-	-	203	-	-	660
HCM Lane V/C Ratio	0.121	0.001	-	-	0.008	-	-	0.005
HCM Ctrl Dly (s/v)	10.8	7.4	0	-	7.6	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	3	6	66	93	13
Future Vol, veh/h	8	3	6	66	93	13
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	3	7	72	101	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	195	110	117	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	798	949	1484	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	793	947	1481	-	-	-
Mov Cap-2 Maneuver	793	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.4	0.62	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	150	-	830	-	-
HCM Lane V/C Ratio	0.004	-	0.014	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Appendix G : Year 2028 Total Traffic Conditions Analysis Worksheets

HCM 7th Signalized Intersection Summary
1: NE Everett St & NE 43rd Ave

03/05/2026



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	336	76	399	473	106	621
Future Volume (veh/h)	336	76	399	473	106	621
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1463	1550	1622	1595	1504	1695
Adj Flow Rate, veh/h	391	88	464	0	123	722
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	11	4	3	5	18	4
Cap, veh/h	460	434	598		320	900
Arrive On Green	0.33	0.33	0.37	0.00	0.09	0.53
Sat Flow, veh/h	1393	1314	1622	1352	1433	1695
Grp Volume(v), veh/h	391	88	464	0	123	722
Grp Sat Flow(s),veh/h/ln	1393	1314	1622	1352	1433	1695
Q Serve(g_s), s	16.9	3.1	16.4	0.0	3.0	22.5
Cycle Q Clear(g_c), s	16.9	3.1	16.4	0.0	3.0	22.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	460	434	598		320	900
V/C Ratio(X)	0.85	0.20	0.78		0.38	0.80
Avail Cap(c_a), veh/h	774	730	876		529	1438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	15.6	18.1	0.0	12.3	12.4
Incr Delay (d2), s/veh	4.7	0.2	4.9	0.0	0.8	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	1.6	10.3	0.0	1.5	11.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.9	15.8	23.0	0.0	13.1	14.5
LnGrp LOS	C	B	C		B	B
Approach Vol, veh/h	479		464			845
Approach Delay, s/veh	23.2		23.0			14.3
Approach LOS	C		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.5	28.9			39.4	25.4
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+I1), s	6.0	19.4			25.5	19.9
Green Ext Time (p_c), s	0.2	4.5			6.8	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	19.0
HCM 7th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	106	60	8	230	0	139	0	22	0	0	3
Future Vol, veh/h	0	106	60	8	230	0	139	0	22	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	0	13	4	25	5	0	5	0	0	0	0	0
Mvmt Flow	0	143	81	11	311	0	188	0	30	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	311	0	0	224	0	0	516	516	184	476	557	311
Stage 1	-	-	-	-	-	-	184	184	-	332	332	-
Stage 2	-	-	-	-	-	-	332	332	-	143	224	-
Critical Hdwy	4.1	-	-	4.35	-	-	7.15	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.425	-	-	3.545	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1261	-	-	1220	-	-	465	466	864	503	442	734
Stage 1	-	-	-	-	-	-	811	751	-	685	648	-
Stage 2	-	-	-	-	-	-	675	648	-	864	722	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1261	-	-	1220	-	-	457	461	864	480	437	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	457	461	-	480	437	-
Stage 1	-	-	-	-	-	-	811	751	-	678	641	-
Stage 2	-	-	-	-	-	-	664	641	-	835	722	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.27	18.15	9.93
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	489	1261	-	-	61	-	-	734
HCM Lane V/C Ratio	0.445	-	-	-	0.009	-	-	0.006
HCM Ctrl Dly (s/v)	18.1	0	-	-	8	0	-	9.9
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	2.3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	9	8	117	53	15
Future Vol, veh/h	44	9	8	117	53	15
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	6	12	12
Mvmt Flow	56	11	10	148	67	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	247	79	88	0	-	0
Stage 1	79	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	746	988	1520	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	739	986	1517	-	-	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.11	0.47	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	115	-	772	-	-
HCM Lane V/C Ratio	0.007	-	0.087	-	-
HCM Ctrl Dly (s/v)	7.4	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 7th Signalized Intersection Summary
1: NE Everett St & NE 43rd Ave

03/05/2026



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	146	68	575	330	75	379
Future Volume (veh/h)	146	68	575	330	75	379
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1791	1791	1900	1841
Adj Flow Rate, veh/h	159	74	625	0	82	412
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	1	1	0	4
Cap, veh/h	277	247	879		433	1204
Arrive On Green	0.15	0.15	0.49	0.00	0.06	0.65
Sat Flow, veh/h	1810	1610	1791	1518	1810	1841
Grp Volume(v), veh/h	159	74	625	0	82	412
Grp Sat Flow(s),veh/h/ln	1810	1610	1791	1518	1810	1841
Q Serve(g_s), s	3.8	1.9	12.7	0.0	0.9	4.7
Cycle Q Clear(g_c), s	3.8	1.9	12.7	0.0	0.9	4.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	277	247	879		433	1204
V/C Ratio(X)	0.57	0.30	0.71		0.19	0.34
Avail Cap(c_a), veh/h	1395	1241	1342		913	2168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	17.6	9.3	0.0	6.6	3.6
Incr Delay (d2), s/veh	1.9	0.7	2.3	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	1.2	7.0	0.0	0.3	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.2	18.2	11.6	0.0	6.9	3.8
LnGrp LOS	C	B	B		A	A
Approach Vol, veh/h	233		625			494
Approach Delay, s/veh	19.6		11.6			4.3
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	7.6	27.9			35.6	11.2
Change Period (Y+Rc), s	5.0	5.0			5.0	4.0
Max Green Setting (Gmax), s	15.0	35.0			55.0	36.0
Max Q Clear Time (g_c+I1), s	3.9	15.7			7.7	6.8
Green Ext Time (p_c), s	0.1	7.2			3.4	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	10.3
HCM 7th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	86	116	10	71	0	73	1	12	2	0	1
Future Vol, veh/h	1	86	116	10	71	0	73	1	12	2	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	1	0	0	0	0	100	0	100	0	0
Mvmt Flow	1	100	135	12	83	0	85	1	14	2	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	83	0	0	235	0	0	276	276	167	209	343	83
Stage 1	-	-	-	-	-	-	170	170	-	106	106	-
Stage 2	-	-	-	-	-	-	106	106	-	103	237	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	7.5	6.2	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6.5	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6.5	-	7.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.9	3.3	4.4	4	3.3
Pot Cap-1 Maneuver	1527	-	-	1344	-	-	681	496	882	580	583	983
Stage 1	-	-	-	-	-	-	837	606	-	708	812	-
Stage 2	-	-	-	-	-	-	905	652	-	711	713	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1344	-	-	673	491	882	563	577	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	673	491	-	563	577	-
Stage 1	-	-	-	-	-	-	836	605	-	702	804	-
Stage 2	-	-	-	-	-	-	895	646	-	698	712	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.04	0.95	11.07	10.51
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	693	8	-	-	222	-	-	657
HCM Lane V/C Ratio	0.144	0.001	-	-	0.009	-	-	0.005
HCM Ctrl Dly (s/v)	11.1	7.4	0	-	7.7	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	4	7	66	93	33
Future Vol, veh/h	20	4	7	66	93	33
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	4	8	72	101	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	208	121	139	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	785	936	1457	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	779	934	1454	-	-	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	941	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.64	0.72	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	173	-	801	-	-
HCM Lane V/C Ratio	0.005	-	0.033	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Appendix H: WSDOT Design Manual Left-Turn Lane Criteria

Exhibit 1310-9 Left-Turn Storage Guidelines: Two-Lane, Unsignalized

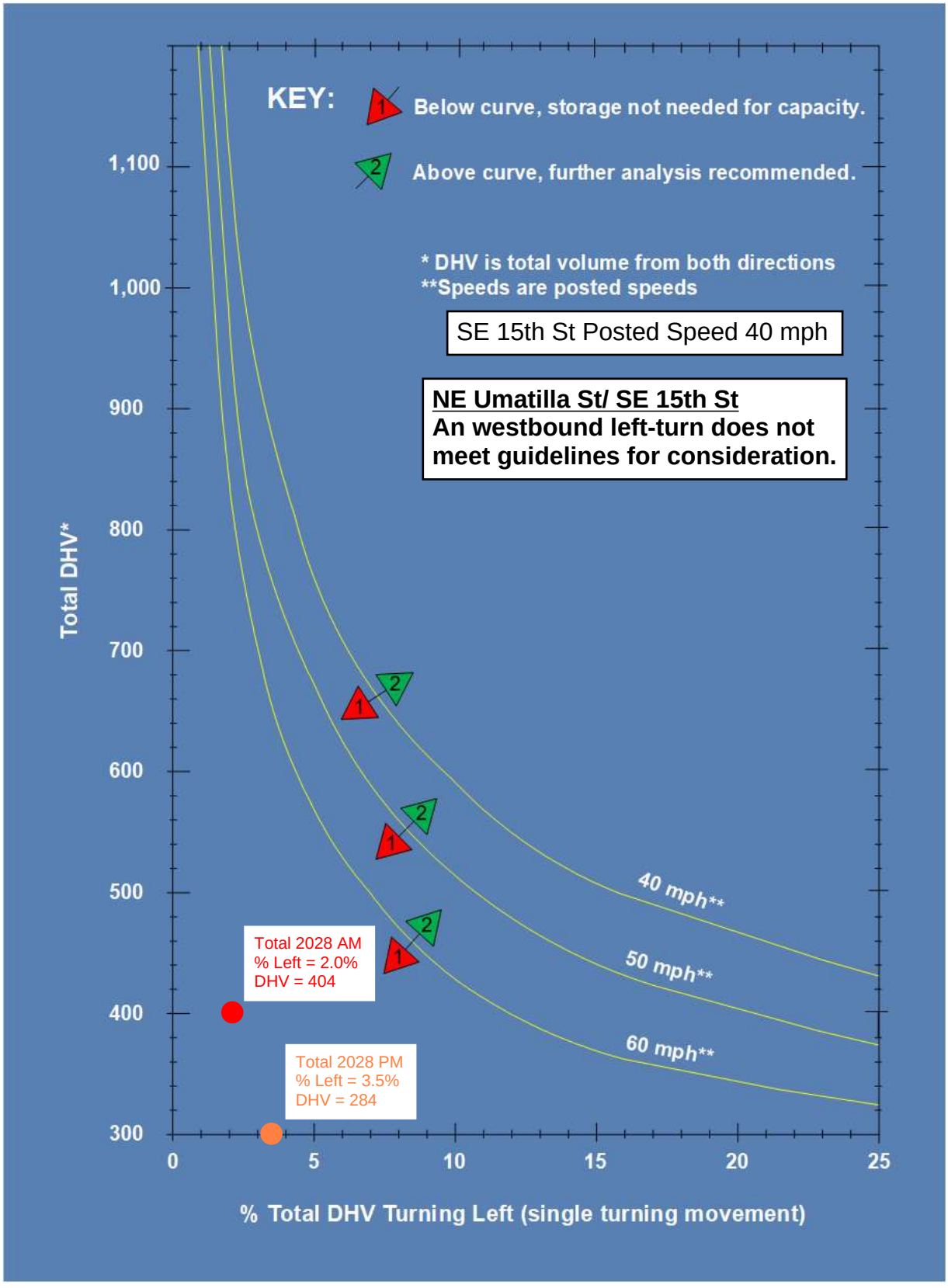
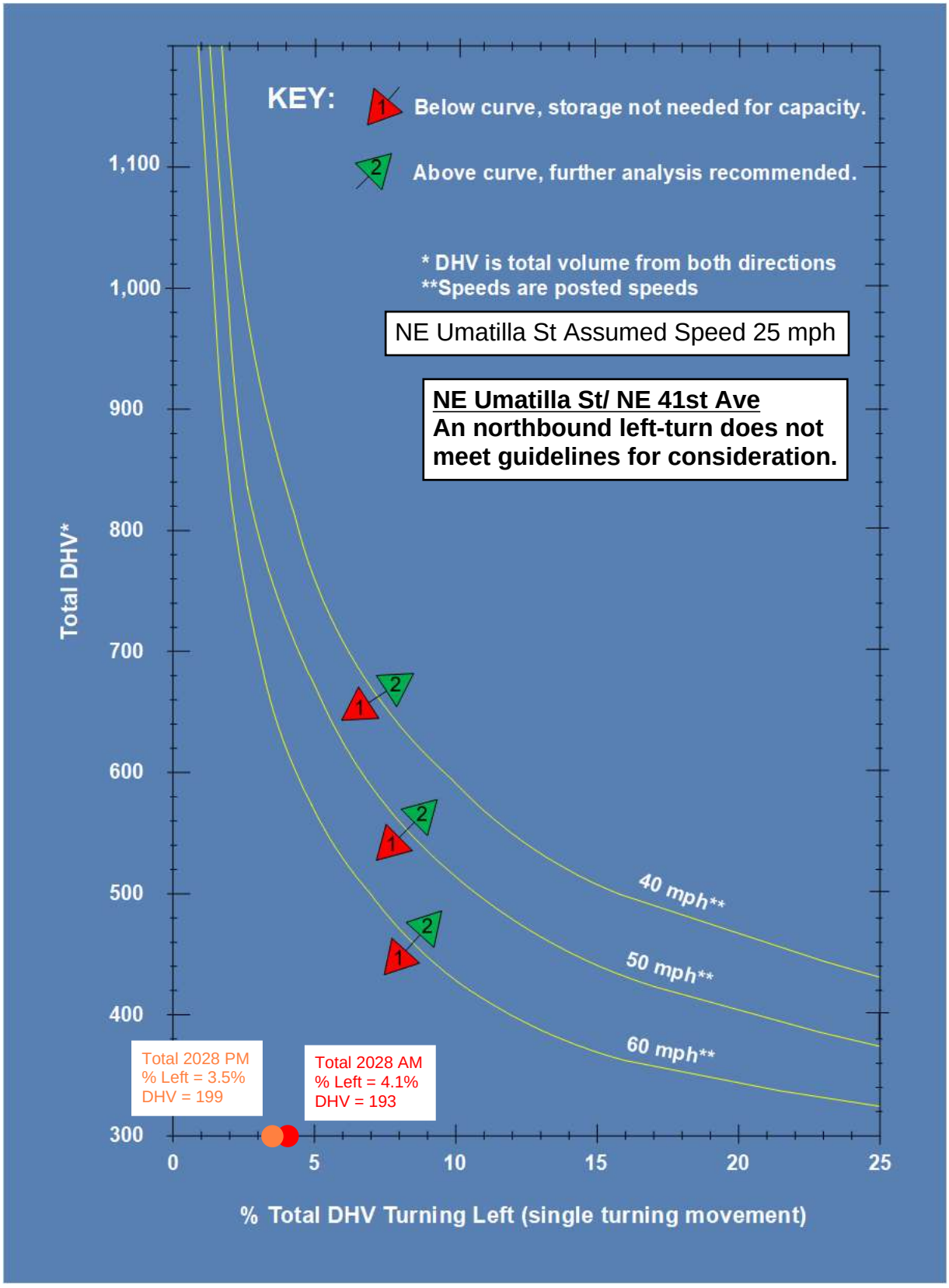
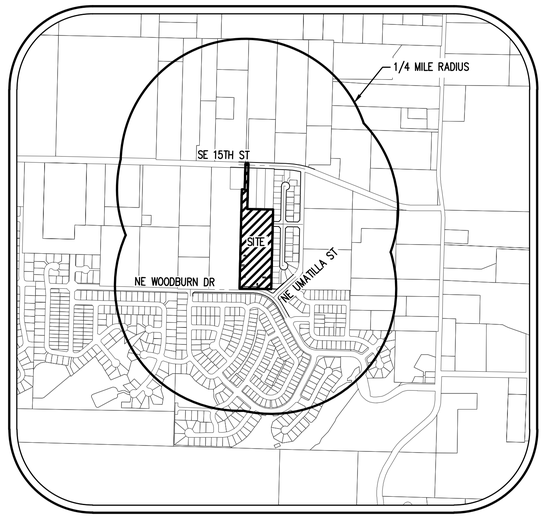


Exhibit 1310-9 Left-Turn Storage Guidelines: Two-Lane, Unsignalized



3. Preliminary Plans

UHACZ SUBDIVISION



VICINITY MAP

N.T.S.

LEGEND

	EXISTING	PROPOSED		EXISTING	PROPOSED
DECIDUOUS TREE			STORM DRAIN CLEAN OUT		
CONIFEROUS TREE			STORM DRAIN CATCH BASIN		
			STORM DRAIN AREA DRAIN		
FIRE HYDRANT			STORM DRAIN MANHOLE		
WATER BLOWOFF			GAS METER		
WATER METER			GAS VALVE		
WATER VALVE			GUY WIRE ANCHOR		
DOUBLE CHECK VALVE			UTILITY POLE		
AIR RELEASE VALVE			POWER VAULT	P	P
SANITARY SEWER CLEAN OUT			POWER JUNCTION BOX		
SANITARY SEWER MANHOLE			POWER PEDESTAL		
SIGN			COMMUNICATIONS VAULT	C	C
STREET LIGHT			COMMUNICATIONS JUNCTION BOX		
MAILBOX	MB	MB	COMMUNICATIONS RISER		

	EXISTING	PROPOSED
RIGHT-OF-WAY LINE		
BOUNDARY LINE		
PROPERTY LINE		
CENTERLINE		
DITCH		
CURB		
EDGE OF PAVEMENT		
EASEMENT		
FENCE LINE		
GRAVEL EDGE		
POWER LINE	PWR	PWR
OVERHEAD WIRE	OHW	OHW
COMMUNICATIONS LINE	COM	COM
FIBER OPTIC LINE	CFO	CFO
GAS LINE	GAS	GAS
STORM DRAIN LINE	STM	STM
SANITARY SEWER LINE	SAN	SAN
WATER LINE	WAT	WAT
RECLAIMED WATER LINE	NPWAT	NPWAT

LAND USE PLANS



SITE MAP

1" = 120'

APPLICANT/ CONTRACT PURCHASER

ROMANO CAPITAL, INC
CONTACT: STACEY SHIELDS
4660 NE 77TH AVE, SUITE 200
VANCOUVER, WA 98662
PH: (360) 904-4759
EMAIL: STACEY@ROMANOFINANCIAL.COM

CONTACT

AKS ENGINEERING & FORESTRY, LLC.
CONTACT: MICHAEL ANDREOTTI
9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
PH: 360-882-0419
E-MAIL: ANDREOTTIM@AKS-ENG.COM

PROPERTY DESCRIPTION

LOCATED IN THE SOUTHWEST 1/4 OF SECTION 36, TOWNSHIP 2 NORTH, RANGE 3 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON. PROPERTY SERIAL NO. 178413-000.

PROPERTY LOCATION

27429 SE 15TH ST, CAMAS, WA 98607

EXISTING LAND USE

EXISTING SINGLE FAMILY RESIDENCE, ZONED SINGLE FAMILY RESIDENTIAL (R-6)

PROJECT PURPOSE

SUBDIVISION INCLUDING 32 SINGLE-FAMILY RESIDENTIAL LOTS AND ASSOCIATED SITE IMPROVEMENTS.

SITE AREA

SITE AREA: ±6.98 AC (±303,955 SF)

VERTICAL DATUM

ELEVATIONS ARE BASED ON CLARK COUNTY BENCHMARK "LACAMAS-16", LOCATED AT THE NW QUADRANT OF THE INTERSECTION OF 23RD AVENUE AND EVERETT. ELEVATION = 213.07 FEET (NGVD29-47)

SHEET INDEX

P1.0	COVER SHEET
P2.0	EXISTING CONDITIONS
P2.1	EXISTING CONDITIONS
P3.0	PRELIMINARY PLAT OVERVIEW
P3.1	PRELIMINARY PLAT
P3.2	PRELIMINARY PLAT
P4.0	PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN
P4.1	PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN
P4.2	PRELIMINARY TREE INVENTORY
P5.0	PRELIMINARY DEMOLITION PLAN
P5.1	PRELIMINARY DEMOLITION PLAN
P6.0	PRELIMINARY GRADING AND ESC PLAN
P6.1	PRELIMINARY GRADING AND ESC PLAN
P7.0	PRELIMINARY STREET PLAN
P7.1	PRELIMINARY STREET DETAILS
P8.0	PRELIMINARY COMPOSITE UTILITY PLAN
P8.1	PRELIMINARY COMPOSITE UTILITY PLAN
P9.0	PRELIMINARY STORMWATER PLAN
P9.1	PRELIMINARY STORMWATER PLAN
P10.0	PRELIMINARY LANDSCAPE PLAN
P10.1	PRELIMINARY LANDSCAPE PLAN
P11.0	PRELIMINARY CIRCULATION PLAN
P12.0	PRELIMINARY STREET LIGHTING PLAN

811 Know what's below. Call before you dig.

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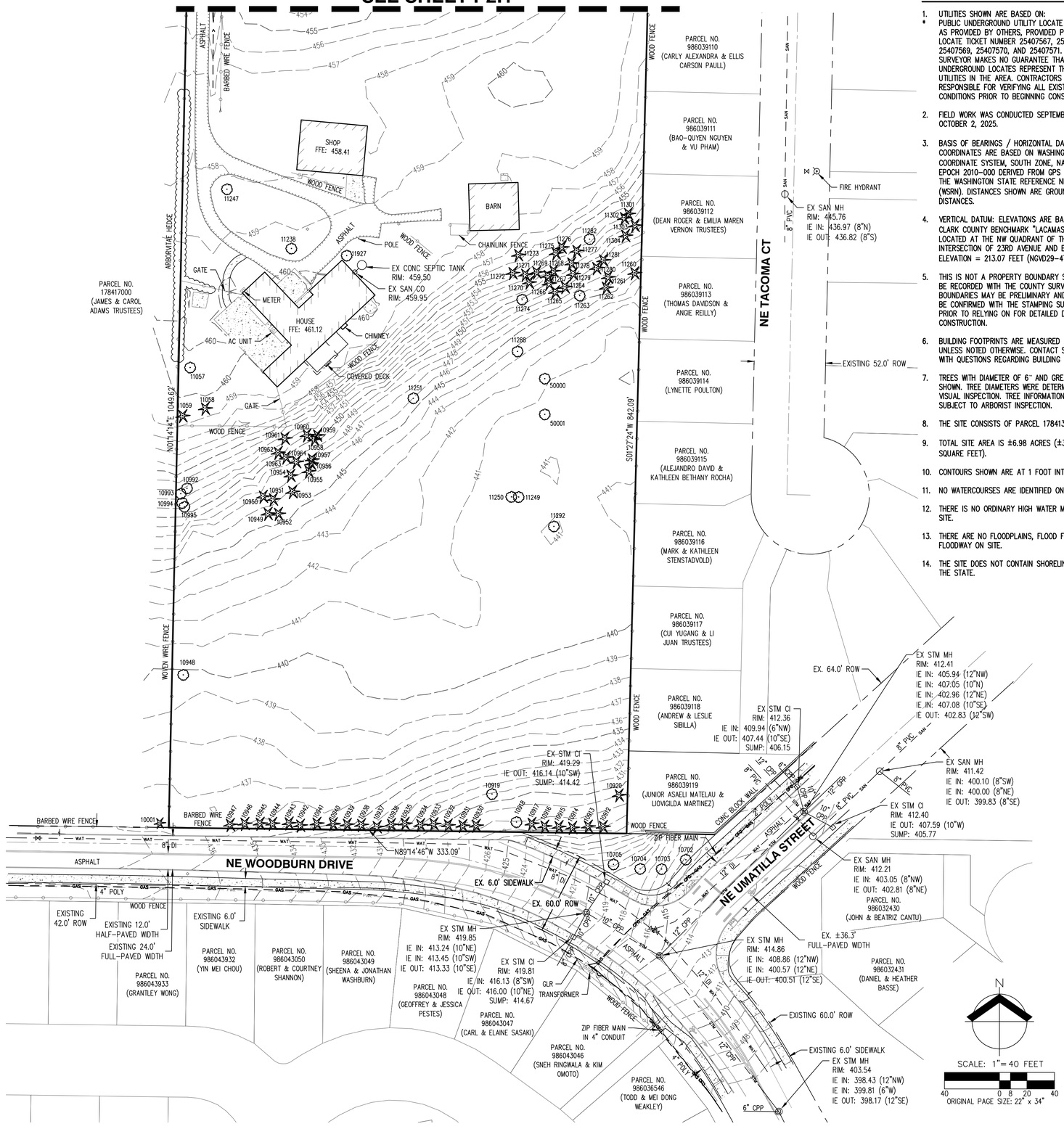
COVER SHEET
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

JAMES THOMAS GELLNER — STATE OF WASHINGTON — 24937 — REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

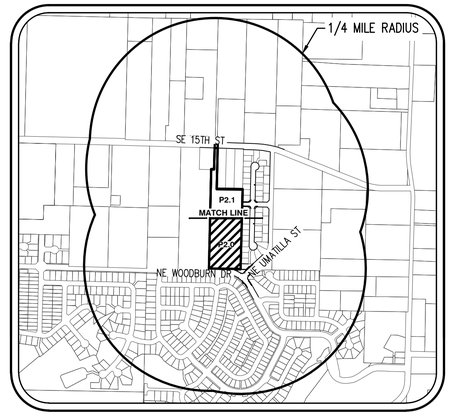
P1.0

AKS DRAWING FILE: 12533 P1 COVER.DWG | LAYOUT: P1.0



EXISTING LAND USE NOTES:

1. UTILITIES SHOWN ARE BASED ON:
* PUBLIC UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 25407567, 25407568, 25407569, 25407570, AND 25407571. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
2. FIELD WORK WAS CONDUCTED SEPTEMBER 22 – OCTOBER 2, 2025.
3. BASIS OF BEARINGS / HORIZONTAL DATUM: COORDINATES ARE BASED ON WASHINGTON COORDINATE SYSTEM, SOUTH ZONE, NAD83 (2011) EPOCH 2010-000 DERIVED FROM GPS TIES FROM THE WASHINGTON STATE REFERENCE NETWORK (WSRN). DISTANCES SHOWN ARE GROUND DISTANCES.
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5. THIS IS NOT A PROPERTY BOUNDARY SURVEY TO BE RECORDED WITH THE COUNTY SURVEYOR. BOUNDARIES MAY BE PRELIMINARY AND SHOULD BE CONFIRMED WITH THE STAMPING SURVEYOR PRIOR TO RELYING ON FOR DETAILED DESIGN OR CONSTRUCTION.
6. BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
7. TREES WITH DIAMETER OF 6" AND GREATER ARE SHOWN. TREE DIAMETERS WERE DETERMINED BY VISUAL INSPECTION. TREE INFORMATION IS SUBJECT TO ARBORIST INSPECTION.
8. THE SITE CONSISTS OF PARCEL 178413-000.
9. TOTAL SITE AREA IS ±6.98 ACRES (±303,955 SQUARE FEET).
10. CONTOURS SHOWN ARE AT 1 FOOT INTERVALS.
11. NO WATERCOURSES ARE IDENTIFIED ON SITE.
12. THERE IS NO ORDINARY HIGH WATER MARK ON SITE.
13. THERE ARE NO FLOODPLAINS, FLOOD FRINGE, OR FLOODWAY ON SITE.
14. THE SITE DOES NOT CONTAIN SHORELINES OF THE STATE.
15. NO WATERBODIES OR WETLANDS EXIST ON SITE.
16. DEVELOPMENT ENVELOPES ARE SHOWN ON SHEETS P3.0 – P3.2.
17. NO UNSTABLE SLOPES OR LANDSLIDE HAZARD AREAS EXIST ON SITE
18. NO PRIORITY HABITAT AND SPECIES AREAS EXIST ON SITE.
19. NO SIGNIFICANT HISTORIC SITES OR RESOURCES WERE IDENTIFIED ON SITE.
20. EXISTING STRUCTURES ARE SHOWN ON THE PLANS.
21. NO EASEMENTS EXIST ON SITE.
22. CENTERLINE AND RIGHT-OF-WAY RADIUS ARE SHOWN ON THE PLANS.
23. NE UMATILLA STREET, NE WOODBURN DRIVE, SE 15TH STREET, AND NE 41ST AVENUE ARE PUBLIC WITH ASPHALT SURFACING.
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25. PEDESTRIAN AND BICYCLE FACILITIES ARE SHOWN ON THE PLANS.
26. NO TRANSIT ROUTES EXIST WITHIN 600 FEET OF THE SITE. THE NEAREST STOP IS LOCATED ON NE 3RD AVENUE & SE CROWN ROAD ±2.0 MILES SOUTH OF THE SITE.
27. THE NEAREST FIRE HYDRANTS ARE LOCATED IN BOTH THE NORTHERN AND SOUTHERN PORTIONS OF NE TACOMA COURT. BOTH ARE ±330 FEET FROM THE SITE.
28. ACCORDING TO CLARK COUNTY GIS, NO WELLS EXIST ON SITE.
29. A SEPTIC SYSTEM EXISTS ON SITE, THE LOCATION IS SHOWN ON THE PLANS. ACCORDING TO CLARK COUNTY GIS, PARCELS 178417-000, 178407-000, 178427-000, 178426-000, AND 178425-000 HAVE EXISTING SEPTIC SYSTEMS.
30. SEE SHEET P4.0 – P4.2 FOR TREE PRESERVATION AND REMOVAL PLAN.



VICINITY MAP

N.T.S.

N

LEGEND

EXISTING GROUND CONTOUR (1 FT) —— 249 ——

EXISTING GROUND CONTOUR (5 FT) —— 250 ——

TREE TABLE		
TREE NUMBER	TYPE	DBH (IN.)
10001	CONIFEROUS	35
10702	DECIDUOUS	5
10703	DECIDUOUS	6
10704	DECIDUOUS	5
10705	DECIDUOUS	4
10912	CONIFEROUS	7, 9
10913	CONIFEROUS	8, 12
10914	CONIFEROUS	8, 8, 9, 9
10915	CONIFEROUS	14
10916	CONIFEROUS	12
10917	CONIFEROUS	14
10918	DECIDUOUS	9
10919	DECIDUOUS	6, 6, 6, 6, 6
10920	CONIFEROUS	14
10930	CONIFEROUS	14
10931	CONIFEROUS	6, 6, 8
10932	CONIFEROUS	6, 9, 10
10933	CONIFEROUS	6, 11
10934	CONIFEROUS	10
10935	CONIFEROUS	8, 10
10936	CONIFEROUS	12
10937	CONIFEROUS	10
10938	CONIFEROUS	6, 6, 6, 7
10939	CONIFEROUS	6, 8
10940	CONIFEROUS	6, 6, 8
10941	CONIFEROUS	6, 7, 14
10942	CONIFEROUS	7, 9
10943	CONIFEROUS	6, 8, 14
10944	CONIFEROUS	10
10945	CONIFEROUS	9, 9
10946	CONIFEROUS	6, 9

TREE TABLE		
TREE NUMBER	TYPE	DBH (IN.)
10947	CONIFEROUS	11
10948	DECIDUOUS	6, 6, 7
10949	CONIFEROUS	33
10950	CONIFEROUS	29
10951	CONIFEROUS	13
10952	CONIFEROUS	29
10953	CONIFEROUS	27
10954	CONIFEROUS	28
10955	CONIFEROUS	18
10956	CONIFEROUS	8
10957	CONIFEROUS	18
10958	CONIFEROUS	32
10959	CONIFEROUS	21
10960	CONIFEROUS	25
10961	CONIFEROUS	28
10962	CONIFEROUS	30
10963	CONIFEROUS	14
10964	CONIFEROUS	14
10992	DECIDUOUS	6, 6
10993	DECIDUOUS	6, 7
10994	DECIDUOUS	7, 7, 8
10995	DECIDUOUS	6, 6
11057	DECIDUOUS	6, 8, 8
11058	CONIFEROUS	7
11059	CONIFEROUS	6
11238	DECIDUOUS	10, 10
11247	DECIDUOUS	10, 14
11249	DECIDUOUS	6, 8
11250	DECIDUOUS	10, 12, 18
11251	DECIDUOUS	6, 10, 12
11260	CONIFEROUS	20

TREE TABLE		
TREE NUMBER	TYPE	DBH (IN.)
11261	CONIFEROUS	21
11262	CONIFEROUS	22
11263	DECIDUOUS	8, 8, 10
11264	CONIFEROUS	21
11265	CONIFEROUS	26
11266	CONIFEROUS	8
11267	CONIFEROUS	18
11268	CONIFEROUS	16
11269	CONIFEROUS	24
11270	CONIFEROUS	18
11271	CONIFEROUS	18
11272	CONIFEROUS	38
11273	CONIFEROUS	24, 24
11274	DECIDUOUS	15
11275	CONIFEROUS	24
11276	CONIFEROUS	24
11277	CONIFEROUS	26
11278	CONIFEROUS	10
11279	CONIFEROUS	18
11280	CONIFEROUS	24
11281	CONIFEROUS	24
11282	DECIDUOUS	18
11288	DECIDUOUS	6, 8
11292	DECIDUOUS	10
11301	CONIFEROUS	40
11302	CONIFEROUS	11
11303	CONIFEROUS	26
11304	CONIFEROUS	11
11927	DECIDUOUS	6, 6

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EXISTING CONDITIONS
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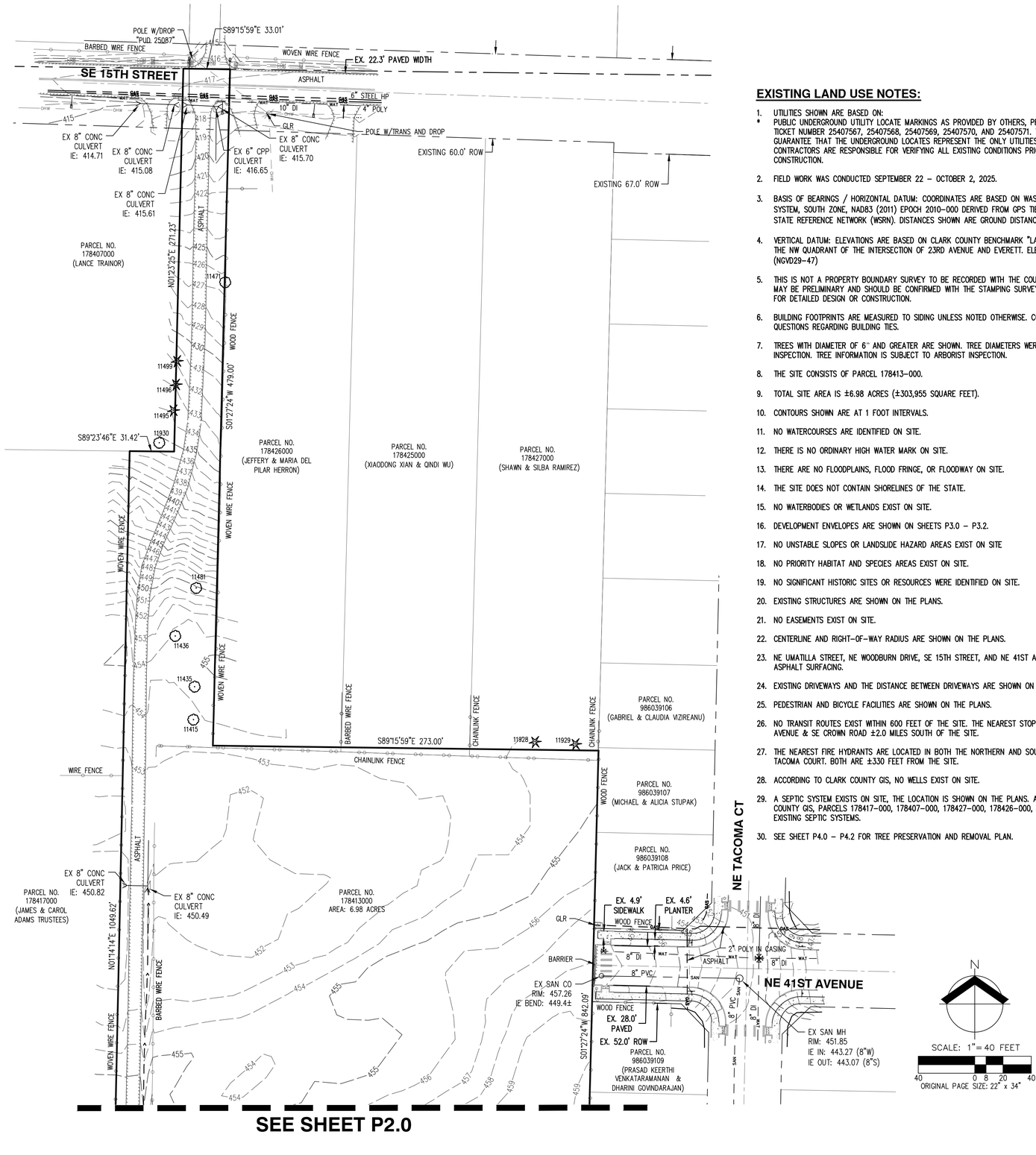
BLAKE RICHARD EAVES — STATE OF WASHINGTON — 21910 — REGISTERED PROFESSIONAL LAND SURVEYOR

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

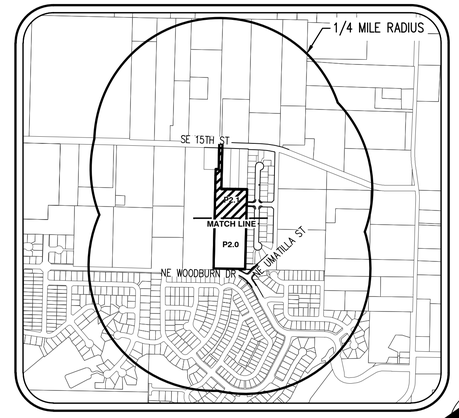
P2.0

AKS DRAWING FILE: 12533 P2 EXCOND.DWG | LAYOUT: P2.0



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VICINITY MAP
N.T.S.

LEGEND

EXISTING GROUND CONTOUR (1 FT) — — 249 — —
EXISTING GROUND CONTOUR (5 FT) — — 250 — —

TREE TABLE		
TREE NUMBER	TYPE	DBH (IN.)
11415	DECIDUOUS	13
11435	DECIDUOUS	14
11436	DECIDUOUS	6
11471	DECIDUOUS	17
11481	DECIDUOUS	6, 6
11495	CONIFEROUS	9, 12
11496	CONIFEROUS	15
11499	CONIFEROUS	12
11927	DECIDUOUS	6, 6
11928	CONIFEROUS	16
11929	CONIFEROUS	17
11930	DECIDUOUS	18

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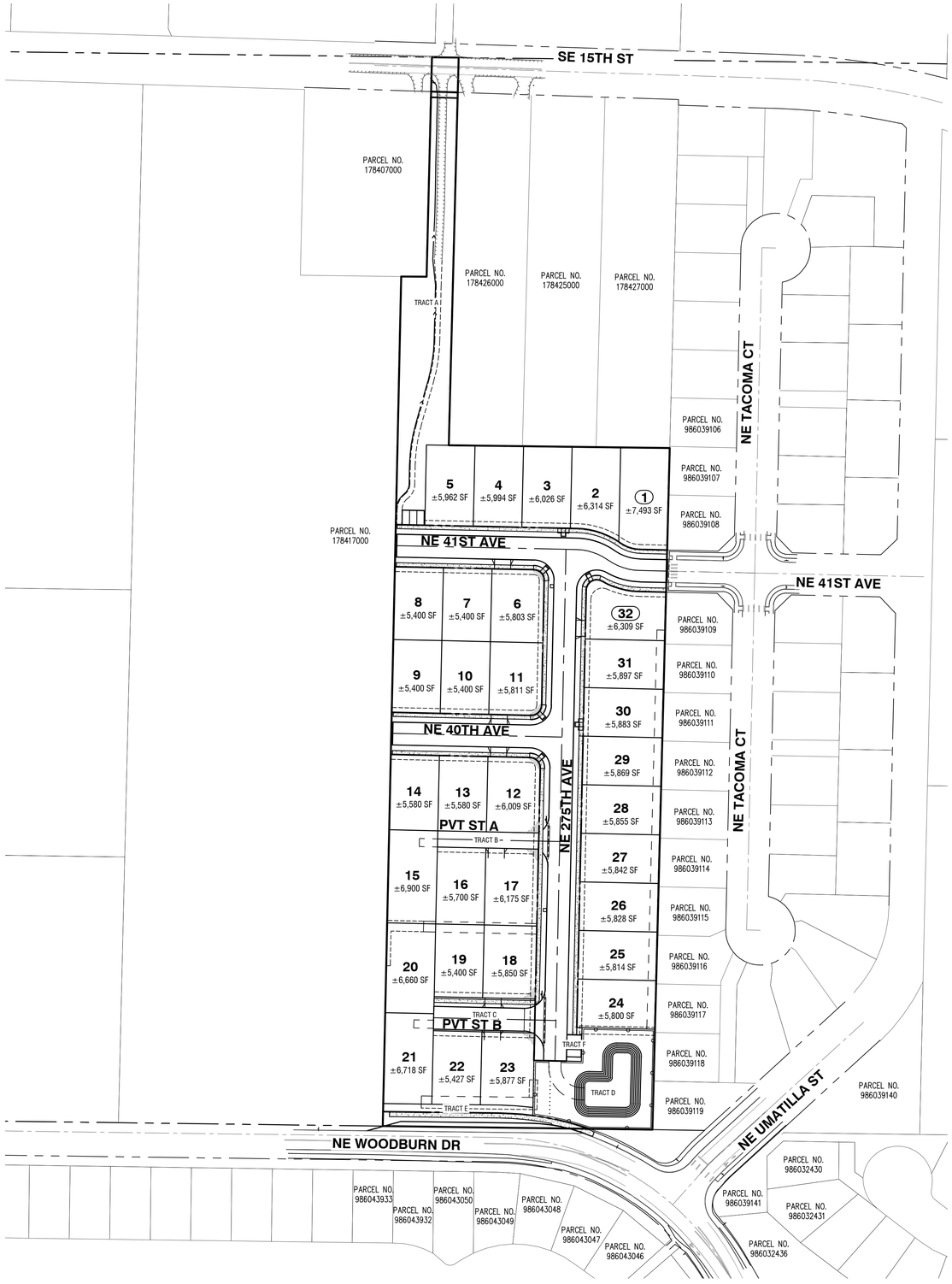
EXISTING CONDITIONS
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON



JOB NUMBER:	12533
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DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P2.1

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SUBDIVISION INCLUDING 32 SINGLE-FAMILY RESIDENTIAL LOTS AND ASSOCIATED SITE IMPROVEMENTS.

SITE AREA

SITE AREA: ±6.98 AC (±303,955 SF)

VERTICAL DATUM

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RESIDENTIAL PARKING STATISTICS

REQUIRED PARKING:	6 SPACES (32 LOTS/5 LOTS/SPACE)
TRACT A:	3 SPACES
TRACT F:	3 SPACES
TOTAL PROPOSED:	6 SPACES

PROPOSED LAND USE NOTES:

1. TOTAL SITE AREA IS ±6.98 ACRES (±303,955 SQUARE FEET).
2. NO WETLAND, STREAM, OR STEEP BANK BUFFER AREAS, OR PROTECTED AREAS EXIST ON SITE.
3. NO PLANNED ENHANCEMENT AREAS ARE PROPOSED.
4. NO EXISTING STRUCTURES ARE PROPOSED TO REMAIN ON SITE.
5. PEDESTRIAN FACILITIES ARE SHOWN ON THE PLANS. NO TRANSIT FACILITIES ARE PROPOSED.
6. NO BICYCLE FACILITIES BEYOND THOSE LOCATED IN THE RIGHT-OF-WAY ARE PROPOSED.
7. NE 41ST AVENUE, NE 40TH AVENUE, AND NE 275TH AVENUE ARE PUBLIC WITH ASPHALT SURFACING. PRIVATE STREETS IN TRACT B AND C ARE PRIVATE WITH ASPHALT SURFACING. STREET CROSS SECTIONS ARE SHOWN ON SHEET P7.1.
8. NO ROADS ON OR WITHIN 500 FEET OF THE SITE PROPOSED TO PROVIDE SITE ACCESS ARE IN EXCESS OF 15% GRADE.
9. NE TACOMA COURT, NE UMATILLA STREET, NE WOODBURN DRIVE, SE 15TH STREET, AND NE 41ST AVENUE ARE PUBLIC WITH ASPHALT SURFACING.
10. ALL CORNER LOT DRIVEWAYS ARE SHOWN ON THE PLAN. ALL OTHER DRIVEWAYS MEET SIGHT DISTANCE STANDARDS.
11. SIGHT DISTANCE TRIANGLES ARE SHOWN ON THE PLANS.
12. ALL PROPOSED EASEMENTS ARE SHOWN ON THE PLANS.
13. SEE SHEETS P10.0 TO P10.1 FOR LANDSCAPE PLANS.
14. OFF-STREET PARKING IS SHOWN ON PLANS.
15. FINAL WALL DESIGNS TO BE PROVIDED WITH FINAL ENGINEERING. SEE SHEETS P6.0 TO P6.1 FOR APPROXIMATE WALL LOCATIONS.
16. ALL PROPOSED HOMES WILL BE CONSTRUCTED WITH FIRE SPRINKLERS.
17. ALL LOTS WILL BE SERVED WITH PUBLIC SANITARY SEWER AND WATER BY THE CITY OF CAMAS. WATER AND SEWER WILL BE EXTENDED FROM EXISTING LINES WITHIN NE WOODBURN DRIVE AND NE 41ST AVENUE.
18. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY, WATER, AND STORMWATER EASEMENT & ACCESS TO THE CITY OF CAMAS.

TRACT	PURPOSE	AREA	OWNER
TRACT A	OPEN SPACE	24,046 SF	HOA
TRACT B	PRIVATE STREET	2,500 SF	HOA
TRACT C	PRIVATE STREET	5,250 SF	HOA
TRACT D	STORMWATER FACILITY	15,422 SF	HOA
TRACT E	OPEN SPACE	1,851 SF	HOA
TRACT F	OFF-STREET PARKING	668 SF	HOA
TOTAL		49,737 SF	

SITE STATISTICS

GROSS AREA:	303,955 SF (6.98 AC)
OPEN SPACE:	25,897 SF (0.60 AC)
NET AREA:	276,650 SF (6.35 AC)
EXISTING ROW:	1408 SF (0.03 AC)
TOTAL ROW DEDICATION:	62,826 SF (1.44 AC)
PROPOSED AVERAGE LOT AREA:	5,937 SF

DENSITY CALCULATION

MIN DENSITY:	NOT APPLICABLE
MAX DENSITY (6.38 AC X 7.2 DU):	46 (45.94) UNITS
TOTAL PROPOSED:	32 UNITS

DEVELOPMENT STANDARDS (R-6)*

MINIMUM LOT SIZE	4,800 SF
MAXIMUM LOT SIZE	9,000 SF
MINIMUM LOT WIDTH	60 FEET
MINIMUM LOT DEPTH	80 FEET
MAXIMUM BUILDING LOT COVERAGE	40%
MAXIMUM BUILDING HEIGHT	35 FEET
MINIMUM FRONT YARD SETBACK	20 FEET
MINIMUM SIDE YARD	5 FEET
MINIMUM STREET SIDE YARD/CORNER LOT REAR	10 FEET
MINIMUM REAR YARD	25 FEET

*GARAGE SETBACK IS FIVE FEET BEHIND THE FRONT OF THE DWELLING

N

SCALE: 1" = 80 FEET

80 0 16 40 80

THE PURPOSE OF THIS PRELIMINARY PLAT IS TO SHOW THE PROPOSED LOT DIMENSIONS AND AREAS FOR PLANNING PURPOSES. THIS IS NOT AN OFFICIAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES.

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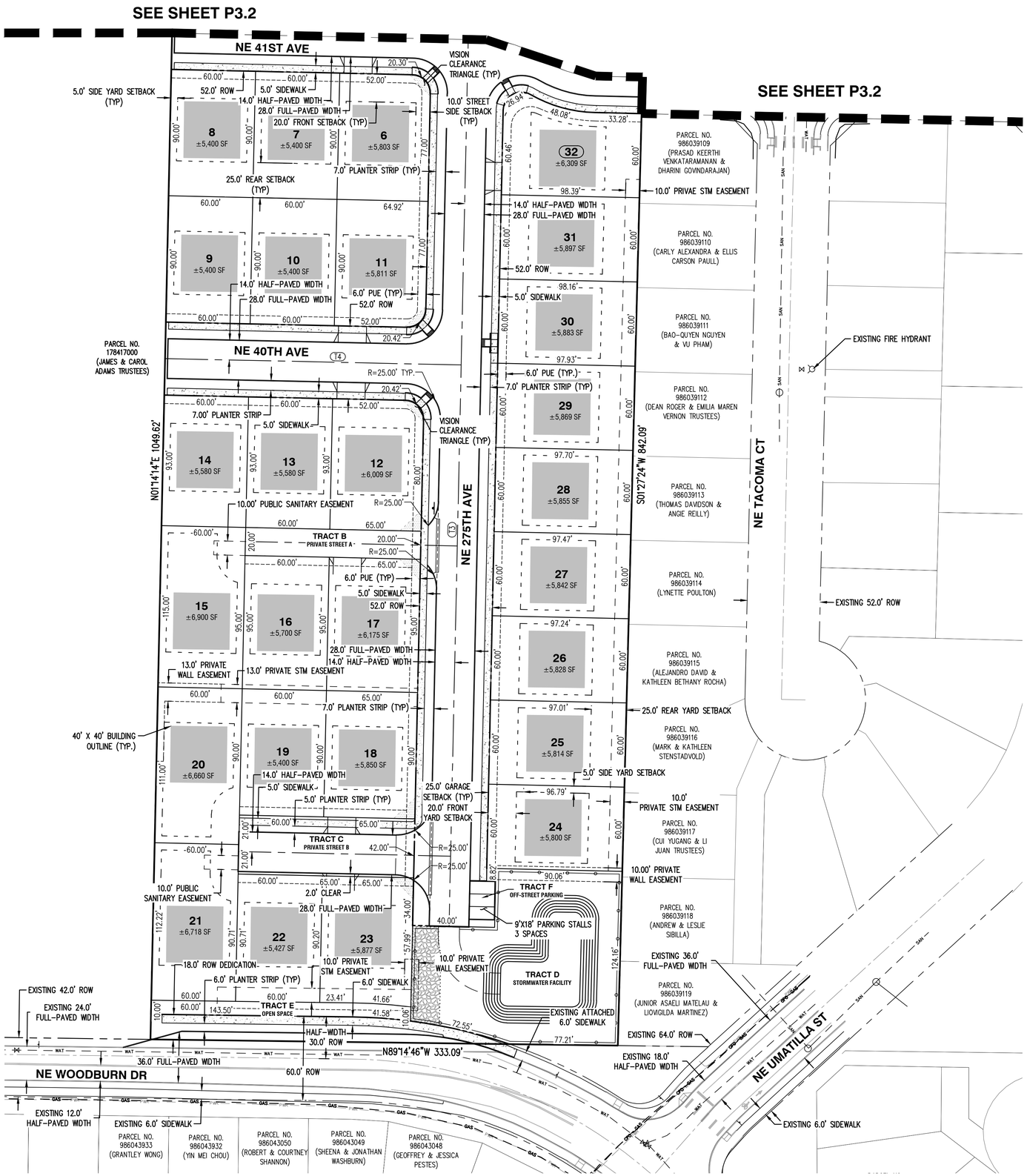
PRELIMINARY PLAT OVERVIEW
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON



JOB NUMBER:	12533
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DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P3.0

AKS DRAWING FILE: 12533 P3 SITE.DWG | LAYOUT: P3.0



PROPOSED LAND USE NOTES:

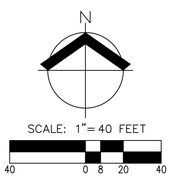
1. TOTAL SITE AREA IS ±6.98 ACRES (±303,955 SQUARE FEET).
2. NO WETLAND, STREAM, OR STEEP BANK BUFFER AREAS, OR PROTECTED AREAS EXIST ON SITE.
3. NO PLANNED ENHANCEMENT AREAS ARE PROPOSED.
4. NO EXISTING STRUCTURES ARE PROPOSED TO REMAIN ON SITE.
5. PEDESTRIAN FACILITIES ARE SHOWN ON THE PLANS. NO TRANSIT FACILITIES ARE PROPOSED.
6. NO BICYCLE FACILITIES BEYOND THOSE LOCATED IN THE RIGHT-OF-WAY ARE PROPOSED.
7. NE 41ST AVENUE, NE 40TH AVENUE, AND NE 275TH AVENUE ARE PUBLIC WITH ASPHALT SURFACING. PRIVATE STREETS IN TRACT B AND C ARE PRIVATE WITH ASPHALT SURFACING. STREET CROSS SECTIONS ARE SHOWN ON SHEET P7.1.
8. NO ROADS ON OR WITHIN 500 FEET OF THE SITE PROPOSED TO PROVIDE SITE ACCESS ARE IN EXCESS OF 15% GRADE.
9. NE UMATILLA STREET, NE WOODBURN DRIVE, SE 15TH STREET, AND NE 41ST AVENUE ARE PUBLIC WITH ASPHALT SURFACING.
10. ALL CORNER LOT DRIVEWAYS ARE SHOWN ON THE PLAN. ALL OTHER DRIVEWAYS MEET SIGHT DISTANCE STANDARDS.
11. SIGHT DISTANCE TRIANGLES ARE SHOWN ON THE PLANS.
12. ALL PROPOSED EASEMENTS ARE SHOWN ON THE PLANS.
13. SEE SHEETS P10.0 TO P10.1 FOR LANDSCAPE PLANS.
14. OFF-STREET PARKING IS SHOWN ON PLANS.
15. FINAL WALL DESIGNS TO BE PROVIDED WITH FINAL ENGINEERING. SEE SHEETS P6.0 TO P6.1 FOR APPROXIMATE WALL LOCATIONS.
16. ALL PROPOSED HOMES WILL BE CONSTRUCTED WITH FIRE SPRINKLERS.
17. ALL LOTS WILL BE SERVED WITH PUBLIC SANITARY SEWER AND WATER BY THE CITY OF CAMAS. WATER AND SEWER WILL BE EXTENDED FROM EXISTING LINES WITHIN NE WOODBURN DRIVE AND NE 41ST AVENUE.
18. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY, WATER, AND STORMWATER EASEMENT & ACCESS TO THE CITY OF CAMAS.

CENTERLINE TANGENT TABLE		
LINE	LENGTH	DIRECTION
T1	223.81	S88° 45' 46"E
T2	33.36	S88° 43' 01"E
T3	632.00	N01° 14' 14"E
T4	211.00	S88° 45' 46"E

CENTERLINE CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	70.00'	34°09'28"	41.73'	S71°41'02"E 41.12'
C2	70.00'	34°06'43"	41.68'	S71°39'39"E 41.06'

PARCEL AREA TABLE			
PARCEL	AREA (SF)	PURPOSE	OWNER
TRACT A	24,046	Open Space	HOA
TRACT B	2,500	Private Street	HOA
TRACT C	5,250	Private Street	HOA
TRACT D	15,422	Stormwater Facility	HOA
TRACT E	1,851	Open Space	HOA
TRACT F	668	Off-Street Parking	HOA

THE PURPOSE OF THIS PRELIMINARY PLAT IS TO SHOW THE PROPOSED LOT DIMENSIONS AND AREAS FOR PLANNING PURPOSES. THIS IS NOT AN OFFICIAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES.



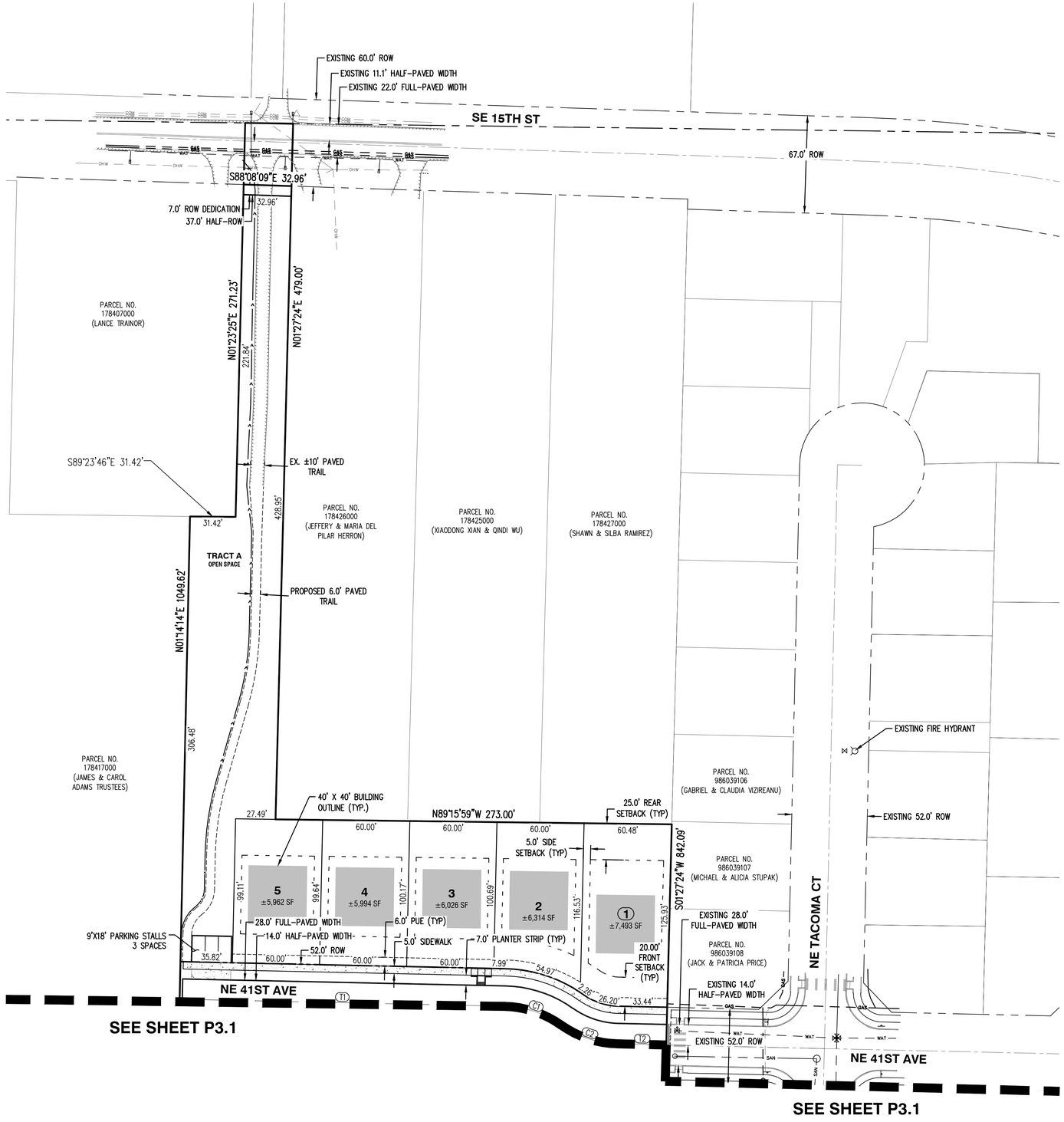
AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY PLAT
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P3.1

AKS DRAWING FILE: 12533 P3 SITE.DWG | LAYOUT: P3.1



PROPOSED LAND USE NOTES:

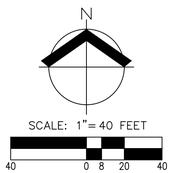
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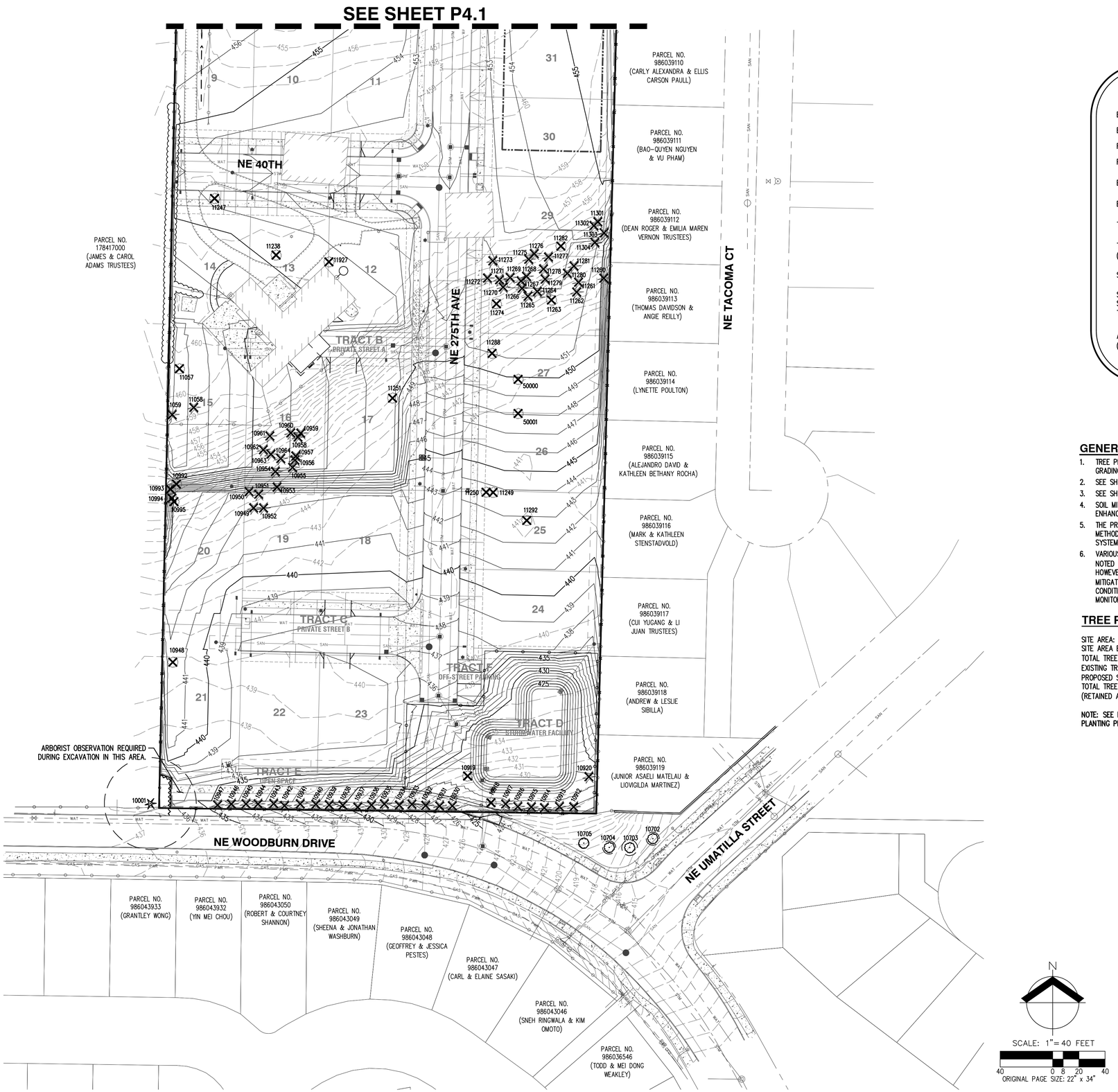
PRELIMINARY PLAT
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

JOHN JAMES SHAFFER — STATE OF WASHINGTON — 25377 — REGISTERED PROFESSIONAL ENGINEER — 3/13/26 — NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P3.2

AKS DRAWING FILE: 12533 P3 SITE.DWG | LAYOUT: P3.2



LEGEND

EXISTING GROUND CONTOUR (1 FT)	149
EXISTING GROUND CONTOUR (5 FT)	150
FINISHED GRADE CONTOUR (1 FT)	149
FINISHED GRADE CONTOUR (5 FT)	150
EXISTING CONIFEROUS TREE	
EXISTING DECIDUOUS TREE	
TREE REMOVAL	
TREE PROTECTION/CONSTRUCTION FENCE (TREE PROTECTION AREA)	
SEDIMENT FENCE	x x
STRAW WATTLE (TO BE USED IN LIEU OF SEDIMENT FENCE WITHIN ROOT ZONES OF TREES TO BE PRESERVED)	xxx xxx
ASSUMED TREE ROOT ZONE (1-FT RADIUS PER 1-IN OF DBH)	

GENERAL NOTES

1. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO DEMOLITION AND SITE GRADING ACTIVITIES. SEE DETAIL ON 4.2 SHEET.
2. SEE SHEET 4.2 FOR TREE INVENTORY.
3. SEE SHEET 4.1 FOR TREE PROTECTION NOTES.
4. SOIL MITIGATION AND ENHANCEMENT MAY BE NECESSARY POST CONSTRUCTION TO ENHANCE COMPACTED SOILS AROUND TREE BASE AND ENCOURAGE TREE HEALTH.
5. THE PROJECT ARBORIST MAY REQUIRE ALTERNATIVE CONSTRUCTION MATERIALS OR METHODS DURING CONSTRUCTION TO PROTECT AND AVOID REMOVAL OF SOME ROOT SYSTEMS.
6. VARIOUS TREES EXHIBIT FORMS OF HEALTH CONCERNS OR STRUCTURAL DEFECTS, AS NOTED IN THE TREE TABLE (SHEET 4.2), THAT CURRENTLY PRESENT MINIMAL CONCERNS; HOWEVER, IT IS RECOMMENDED TO MONITOR THESE TREES OVER TIME AS ADDITIONAL MITIGATION OPTIONS MAY BE WARRANTED IF THE HEALTH AND/OR STRUCTURAL CONDITIONS WORSEN. WE RECOMMEND USING A CERTIFIED ARBORIST FOR FUTURE MONITORING.

TREE PLAN

SITE AREA:	6.98 AC
SITE AREA EXCLUDING OPEN SPACE:	6.35 AC
TOTAL TREE UNITS REQUIRED (6.35AC X 20):	127
EXISTING TREES RETAINED/(TREE UNITS):	3/(11)
PROPOSED SITE TREES/(TREE UNITS):	116/(116)
TOTAL TREE UNITS: (RETAINED AND PROPOSED)	127

NOTE: SEE LANDSCAPING PLAN (P10.0-10.1) FOR PROPOSED TREE PLANTING PLAN

N

SCALE: 1"= 40 FEET

40 0 8 20 40

ORIGINAL PAGE SIZE: 22" x 34"

CERTIFIED ARBORIST ISA

PRELIMINARY NOT FOR CONSTRUCTION

BENNETT R. KOCSIS
CERTIFICATE NUMBER: PN 8877A
EXPIRATION DATE: 12/31/2028

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360-882-0419
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PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN

UHACZ SUBDIVISION

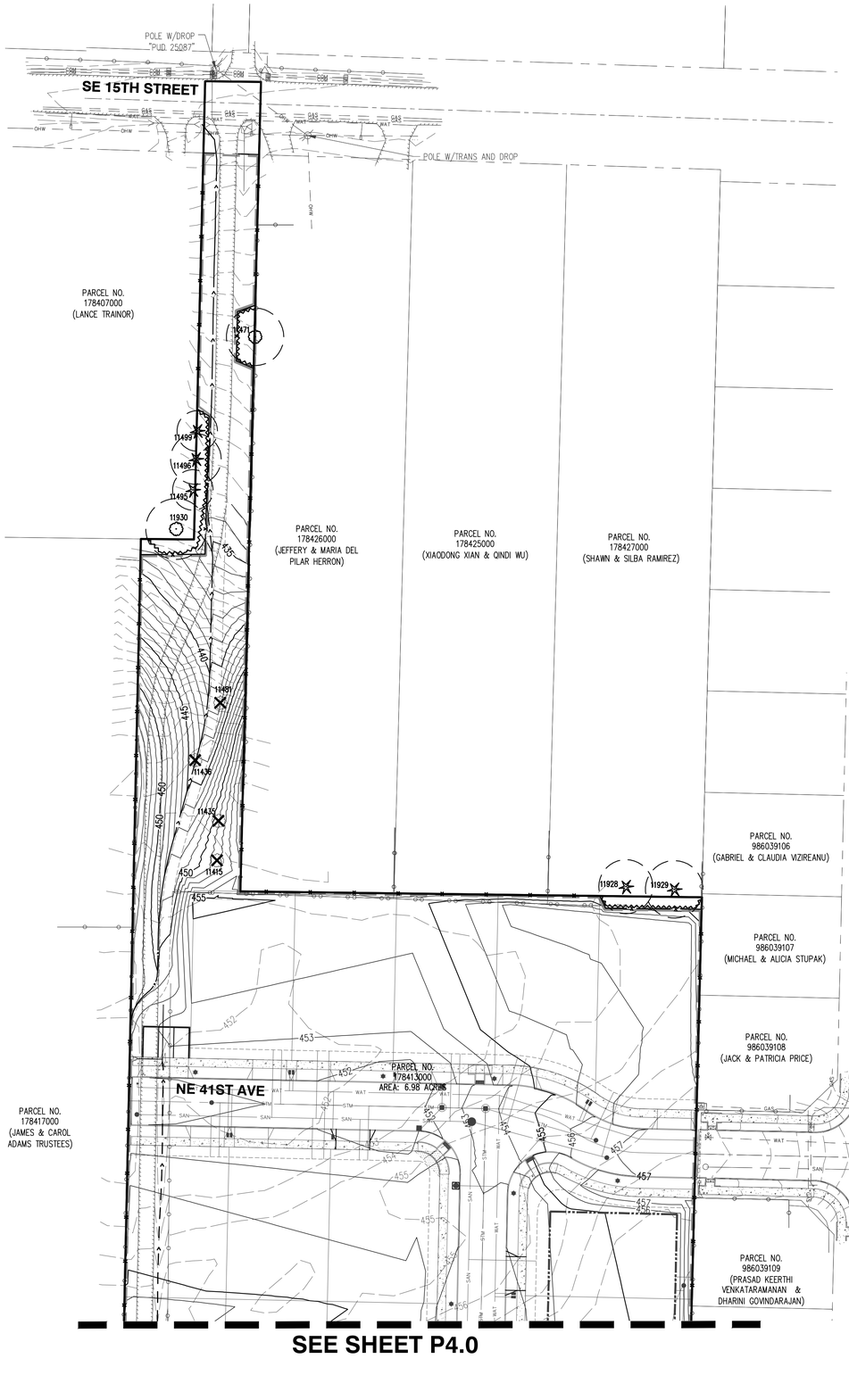
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P4.0

AKS DRAWING FILE: 12533 P4 TREE.DWG | LAYOUT: P4.0



LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 149 —
- EXISTING GROUND CONTOUR (5 FT) — 150 —
- FINISHED GRADE CONTOUR (1 FT) — 149 —
- FINISHED GRADE CONTOUR (5 FT) — 150 —
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE
- TREE REMOVAL
- TREE PROTECTION/CONSTRUCTION FENCE (TREE PROTECTION AREA)
- SEDIMENT FENCE — x — x —
- STRAW WATTLE (TO BE USED IN LIEU OF SEDIMENT FENCE WITHIN ROOT ZONES OF TREES TO BE PRESERVED) — xxx — xxx —
- ASSUMED TREE ROOT ZONE (1-FT RADIUS PER 1-IN OF DBH)

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N

SCALE: 1"= 40 FEET

40 0 8 20 40

ORIGINAL PAGE SIZE: 22" x 34"

TREE PROTECTION NOTES

A. PLACING MATERIALS NEAR TREES – NO PERSON MAY CONDUCT ANY ACTIVITY WITHIN THE PROTECTED AREA OF ANY TREE DESIGNATED TO REMAIN, INCLUDING, BUT NOT LIMITED TO, PARKING EQUIPMENT, PLACING SOLVENTS, STORING BUILDING MATERIALS AND SOIL DEPOSITS, DUMPING CONCRETE WASHOUT, ETC.

B. ATTACHMENTS TO TREES – DURING CONSTRUCTION, NO PERSON SHALL ATTACH ANY OBJECT TO ANY TREE DESIGNATED FOR PROTECTION.

C. PROTECTIVE BARRIER – BEFORE DEVELOPMENT, LAND CLEARING, FILLING OR ANY LAND ALTERATION FOR WHICH A TREE REMOVAL PERMIT IS REQUIRED, THE CONTRACTOR:

- C.A. SHALL ERECT AND MAINTAIN READILY VISIBLE PROTECTIVE TREE FENCING ALONG THE OUTER EDGE AND COMPLETELY SURROUNDING THE PROTECTED AREA OF ALL PROTECTED TREES OR GROUP OF TREES. FENCES SHALL BE CONSTRUCTED PER THE DETAIL ON THIS SHEET.
- C.B. MAY BE REQUIRED TO COVER WITH MULCH TO A DEPTH OF AT LEAST SIX (6) INCHES OR WITH PLYWOOD OR SIMILAR MATERIAL IN THE AREAS ADJOINING THE CRITICAL ROOT ZONE OF A TREE IN ORDER TO PROTECT ROOTS FROM DAMAGE CAUSED BY HEAVY EQUIPMENT.
- C.C. SHALL PROHIBIT EXCAVATION OR COMPACTING OF EARTH OR OTHER POTENTIALLY DAMAGING ACTIVITIES WITHIN THE BARRIERS.
- C.D. MAY BE REQUIRED TO MINIMIZE ROOT DAMAGE BY EXCAVATING A TWO (2) FOOT DEEP TRENCH, AT EDGE OF CRITICAL ROOT ZONE, TO CLEANLY SEVER THE ROOTS OF TREES TO BE RETAINED. ROOTS ONE (1) INCH DIAMETER OR GREATER SHALL BE CLEANLY CUT WITH A SAW OR PRUNERS.
- C.E. MAY BE REQUIRED TO HAVE CORRECTIVE PRUNING PERFORMED ON PROTECTED TREES IN ORDER TO AVOID DAMAGE FROM MACHINERY OR BUILDING ACTIVITY. MAY BE REQUIRED TO MAINTAIN TREES THROUGHOUT THE CONSTRUCTION PERIOD BY WATERING AND FERTILIZING.
- C.F. SHALL MAINTAIN THE PROTECTIVE BARRIERS IN PLACE UNTIL THE PROJECT ARBORIST AUTHORIZES THEIR REMOVAL OR A FINAL CERTIFICATE OF OCCUPANCY IS ISSUED, WHICHEVER OCCURS FIRST.
- C.G. SHALL ENSURE THAT ANY LANDSCAPING DONE IN THE PROTECTED ZONE SUBSEQUENT TO THE REMOVAL OF THE BARRIERS SHALL BE ACCOMPLISHED WITH LIGHT MACHINERY OR HAND LABOR.

D. GRADE

- D.A. THE GRADE SHALL NOT BE ELEVATED OR REDUCED WITHIN THE CRITICAL ROOT ZONE OF TREES TO BE PRESERVED WITHOUT THE PROJECT ARBORISTS'S AUTHORIZATION. THE PROJECT ARBORIST MAY ALLOW COVERAGE OF UP TO ONE HALF OF THE AREA OF THE TREE'S CRITICAL ROOT ZONE WITH LIGHT SOILS (NO CLAY) TO THE MINIMUM DEPTH NECESSARY TO CARRY OUT GRADING OR LANDSCAPING PLANS, IF IT WILL NOT IMPERIL THE SURVIVAL OF THE TREE. AERATION DEVICES MAY BE REQUIRED TO ENSURE THE TREE'S SURVIVAL.
- D.B. IF THE GRADE ADJACENT TO A PRESERVED TREE IS RAISED SUCH THAT IT COULD SLOUGH OR ERODE INTO THE TREES CRITICAL ROOT ZONE, IT SHALL BE PERMANENTLY STABILIZED TO PREVENT SUFFOCATION OF THE ROOTS.
- D.C. THE APPLICANT SHALL NOT INSTALL AN IMPERVIOUS SURFACE WITHIN THE CRITICAL ROOT ZONE OF ANY TREE TO BE RETAINED WITHOUT THE AUTHORIZATION OF THE PROJECT ARBORIST. THE PROJECT ARBORIST MAY REQUIRE SPECIFIC CONSTRUCTION METHODS AND/OR USE OF AERATION DEVICES TO ENSURE THE TREE'S SURVIVAL AND TO MINIMIZE THE POTENTIAL FOR ROOT INDUCED DAMAGE TO THE IMPERVIOUS SURFACE.
- D.D. TO THE GREATEST EXTENT PRACTICAL, UTILITY TRENCHES SHALL BE LOCATED OUTSIDE OF THE CRITICAL ROOT ZONE OF TREES TO BE RETAINED. THE PROJECT ARBORIST MAY REQUIRE THAT UTILITIES BE TUNNELED UNDER THE ROOTS OF TREES TO BE RETAINED IF THE PROJECT ARBORIST DETERMINES THAT TRENCHING WOULD SIGNIFICANTLY REDUCE THE CHANCES OF THE TREE'S SURVIVAL.
- D.E. TREE AND OTHER VEGETATION TO BE RETAINED SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. CLEARING OPERATIONS SHALL BE CONDUCTED SO AS TO EXPOSE THE SMALLEST PRACTICAL AREA OF SOIL TO EROSION FOR THE LEAST POSSIBLE TIME. TO CONTROL EROSION, SHRUBS, GROUND COVER, AND STUMPS SHALL BE MAINTAINED ON THE INDIVIDUAL LOTS, WHERE FEASIBLE. WHERE NOT FEASIBLE, APPROPRIATE EROSION CONTROL PRACTICES SHALL BE IMPLEMENTED PURSUANT TO CMC CHAPTER 14.06.

E. DIRECTIONAL FELLING OF TREES SHALL BE USED TO AVOID DAMAGE TO TREES DESIGNATED FOR RETENTION.

F. ADDITIONAL REQUIREMENTS – THE PROJECT ARBORIST MAY REQUIRE ADDITIONAL TREE PROTECTION MEASURES WHICH ARE CONSISTENT WITH ACCEPTED URBAN FORESTRY PRACTICES.

G. ENCROACHMENT INTO THE ROOT PROTECTION ZONE IS ALLOWED WITH PROJECT ARBORIST APPROVAL AS DESCRIBED IN THE FOLLOWING NOTES:

- G.A. EXCAVATION IN THE TOP 24 INCHES OF THE SOIL IN THE CRITICAL ROOT ZONE AREA SHOULD BEGIN AT THE EXCAVATION LINE THAT IS CLOSEST TO THE TREE.
- G.B. THE EXCAVATION SHOULD BE DONE BY HAND/SHOVEL OR WITH A BACKHOE AND A MAN WITH A SHOVEL, PRUNING SHEARS, AND A PRUNING SAW.
- G.C. IF DONE BY HAND, ALL ROOTS 1 INCH OR LARGER SHOULD BE PRUNED AT THE EXCAVATION LINE.
- G.D. IF DONE WITH BACKHOE (MOST LIKELY SCENARIO), THEN THE OPERATOR SHALL START THE CUT AT THE EXCAVATION LINE AND CAREFULLY "FEEL" FOR ROOT/RESISTANCE. WHEN THERE IS RESISTANCE, THE MAN WITH THE SHOVEL HAND DIGS AROUND THE ROOTS AND PRUNES THE ROOTS LARGER THAN 1 INCH DIAMETER.
- G.E. THE BACKHOE IS TO REMAIN OFF OF THE TREE ROOTS TO BE PRESERVED AT ALL TIMES.
- G.F. ALL ROOTS SHALL BE CUT CLEANLY WITH PRUNING SHEARS OR A PRUNING SAW.
- G.G. PROJECT ARBORIST MUST BE ONSITE DURING ANY WORK WITHIN THE TREE ROOT PROTECTION ZONE.
- G.H. CITY OFFICIAL MUST BE CONTACTED 24 HOURS PRIOR TO WORKING WITHIN THE TREE ROOT PROTECTION ZONE.

H. TREE PROTECTION ZONE IS DEFINED AS ALL AREAS BOUND AND PROTECTING THE OPTIMAL TREE PROTECTION ZONE.

I. TIMELINE FOR CLEARING, GRADING, AND INSTALLATION OF TREE PROTECTION MEASURES: WORK WILL BEGIN IMMEDIATELY FOLLOWING FINAL APPROVAL BY THE CITY. TREE PROTECTION MEASURES WILL BE DONE DURING CLEARING AND ANY GRADING WILL FOLLOW.

J. PRUNING/TREE REMOVAL NOTES: THE WORK TO BE COMPLETED UNDER THIS PROJECT SHALL CONSIST OF TREE REMOVAL AND TREE TRIMMING AS LISTED.

- J.A. THE CONTRACTOR SHALL PROVIDE ADEQUATE CREW OF MEN, EQUIPMENT AND MATERIALS TO SAFELY AND EFFICIENTLY COMPLETE THE ASSIGNED WORK. EACH SUCH CREW SHALL INCLUDE AN INDIVIDUAL WHO SHALL BE DESIGNATED AS THE CREW SUPERVISOR AND WHO SHALL BE RESPONSIBLE FOR THE CREW'S ACTIVITIES AND WHO SHALL RECEIVE INSTRUCTION FROM THE OWNER OR THE OWNER'S REPRESENTATIVE AND DIRECT THE CREW TO ACCOMPLISH SUCH WORK.
- J.B. WHENEVER A TREE, WHICH IS NOT SCHEDULED TO BE REMOVED, MUST BE TRIMMED OR PRUNED, THE CONTRACTOR SHALL INSURE THAT SUCH TRIMMING AND PRUNING IS CARRIED OUT UNDER THE DIRECT SUPERVISION OF A LICENSED ARBORIST. ALL PRUNING AND TRIMMING SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF ANSI A 300 "STANDARD PRACTICES FOR TREE, SHRUB AND OTHER WOODY PLANT MAINTENANCE".
- J.C. THE CONTRACTOR SHALL BE REQUIRED TO CUT TREES TO A HEIGHT OF APPROXIMATELY 12". THE STUMPS AND ROOTS SHALL BE GROUND DOWN A MINIMUM OF TWELVE (12) INCHES BELOW NORMAL GROUND LEVEL.
- J.D. THE CONTRACTOR SHALL PERFORM ALL WORK IN ACCORDANCE WITH THE LATEST GOVERNMENTAL SAFETY REGULATIONS. ALL WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH ANSI Z133.1 "PRUNING, TRIMMING, REPAIRING, MAINTAINING AND REMOVING TREES AND CUTTING BRUSH–SAFETY REQUIREMENTS" WITH SPECIAL EMPHASIS GIVEN TO THE REQUIREMENT THAT ONLY QUALIFIED LINE–CLEARANCE TREE TRIMMERS BE ASSIGNED TO WORK WHERE A POTENTIAL ELECTRICAL HAZARD EXISTS.
- J.E. THE CONTRACTOR SHALL MAKE ALL THE NECESSARY ARRANGEMENTS WITH ANY UTILITY THAT MUST BE PROTECTED OR RELOCATED IN ORDER TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE PROTECTION OF THE OPERATING CONDITION OF ALL ACTIVE UTILITIES WITHIN THE AREA OF CONSTRUCTION AND THEY SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO EXISTING UTILITIES.
- J.F. ANY MATERIAL RESULTING FROM THE TRIMMING OR REMOVAL OF ANY TREES SHALL BECOME THE RESPONSIBILITY OF THE CONTRACTOR.
- J.G. HAZARDOUS TREES–REPORTING – ANY PERSON ENGAGED IN TRIMMING OR PRUNING WHO BECOMES AWARE OF A TREE OF DOUBTFUL STRENGTH, THAT COULD BE DANGEROUS TO PERSONS AND PROPERTY, SHALL REPORT SUCH TREE(S) TO THE OWNER OR THE OWNERS REPRESENTATIVE. SUCH TREES SHALL INCLUDE THOSE THAT ARE OVER MATURE, DISEASED, OR SHOWING SIGNS OF DECAY OR OTHER STRUCTURAL WEAKNESS.
- J.H. DAMAGES–ANY DAMAGE CAUSED BY THE CONTRACTOR, INCLUDING, BUT NOT LIMITED TO, BROKEN SIDEWALK, CURB, RUTTED LAWN, BROKEN WATER SHUT–OFFS, WIRE DAMAGE, BUILDING DAMAGE, STREET DAMAGE, ETC., WILL BE REPAIRED OR REPLACED IN A TIMELY MANNER, TO THE OWNER'S SATISFACTION, AND ALL COSTS PAID BY THE CONTRACTOR.
- J.I. ANY BRUSH CLEARING REQUIRED WITHIN THE TREE PROTECTION ZONE SHALL BE ACCOMPLISHED WITH HAND OPERATED EQUIPMENT.
- J.J. TREES TO BE REMOVED SHALL BE FELLED SO AS TO FALL AWAY FROM TREE ROOT PROTECTION ZONES AND TO AVOID PULLING AND BREAKING OF ROOTS TO REMAIN.
- J.K. ALL DOWNED BRUSH AND TREES SHALL BE REMOVED FROM THE TREE PROTECTION ZONE EITHER BY HAND OR WITH EQUIPMENT SITTING OUTSIDE THE TREE ROOT PROTECTION ZONE. EXTRACTION SHALL OCCUR BY LIFTING THE MATERIAL OUT, NOT BY SKIDDING IT ACROSS THE GROUND.
- J.L. IF TEMPORARY HAUL OR ACCESS ROADS MUST PASS OVER THE ROOT AREA OF TREES TO BE RETAINED A ROADBED OF 6 INCHES OF MULCH OR GRAVEL SHALL BE CREATED TO PROTECT THE SOIL. THE ROADBED MATERIAL SHALL BE REPLENISHED AS NECESSARY TO MAINTAIN A 6–INCH DEPTH.
- J.M. PRUNING. TREES SHALL BE PRUNED PRIOR TO THE START OF CONSTRUCTION. TREES SHALL BE CROWN CLEANED TO REMOVE THE DEADWOOD 2 INCHES IN DIAMETER AND OVER. TREES SHALL BE CROWN THINNED BY 10–20%. CROWNS MAY BE RAISED BY REMOVING BOTTOM BRANCHES AS NECESSARY UP TO 14 FEET HIGH TO GIVE CLEARANCE FOR ANY CONSTRUCTION TRAFFIC, ACTIVITIES, ETC. ALL WORK TO BE DONE IN ACCORDANCE WITH ANSI A300 PRUNING STANDARDS. REMOVE ANY LIMBS OF DOUBTFUL STRENGTH THAT COULD BE DANGEROUS TO PERSONS AND PROPERTY.

CERTIFIED ARBORIST ISA PRELIMINARY NOT FOR CONSTRUCTION

BENNETT R. KOCSIS
CERTIFICATE NUMBER: PN 9877A
EXPIRATION DATE: 12/31/2028

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN

UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P4.1

AKS DRAWING FILE: 12533 P4 TREE.DWG | LAYOUT: P4.1

Detailed Tree Inventory for Uhacz Subdivision

AKS Job No. 12533 - Evaluation Date: 2/11/2026 - Evaluated By: BRK

Tree #	DBH (in.)	Tree Species Common Name (Scientific name)	Tree Units Initial	Condition/Comments	Windthrow Rating	Reason for Removal	Tree Units Retained
10001	35	Douglas-fir (Pseudotsuga menziesii)	0	OFFSITE; Evaluated from behind a fence; Crooked bole; Some dieback; Low vigor	B	Preserve	0
10702	5	Cherry (Prunus spp.)	0	OFFSITE; Good condition	C	Preserve	0
10703	6	Cherry (Prunus spp.)	0	OFFSITE; Good condition	C	Preserve	0
10704	5	Cherry (Prunus spp.)	0	OFFSITE; Good condition	C	Preserve	0
10705	4	Cherry (Prunus spp.)	0	OFFSITE; Good condition	C	Preserve	0
10912	7, 9	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with stormwater facility grading	0
10913	8, 12	Leyland Cypress (Cupressus × leylandii)	3	Codominant stems	B	Direct conflict with stormwater facility grading	0
10914	8, 8, 9, 9	Leyland Cypress (Cupressus × leylandii)	5	Codominant stems	B	Direct conflict with stormwater facility grading	0
10915	14	Leyland Cypress (Cupressus × leylandii)	3	Good condition	C	Direct conflict with stormwater facility grading	0
10916	12	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with stormwater facility grading	0
10917	14	Leyland Cypress (Cupressus × leylandii)	3	Good condition	C	Direct conflict with stormwater facility grading	0
10918	9	Sweet Cherry (Prunus avium)	2	Codominant stems; Sparse canopy	B	Direct conflict with stormwater facility grading	0
10919	6, 6, 6, 6, 6	English Holly (Ilex aquifolium)	3	Codominant stems	B	Direct conflict with stormwater facility grading	0
10920	14	Douglas-fir (Pseudotsuga menziesii)	3	Good condition	C	Direct conflict with stormwater facility grading	0
10930	14	Leyland Cypress (Cupressus × leylandii)	3	Good condition	C	Direct conflict with R.O.W. improvements	0
10931	6, 6, 8	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10932	6, 9, 10	Leyland Cypress (Cupressus × leylandii)	4	Good condition	C	Direct conflict with R.O.W. improvements	0
10933	6, 11	Leyland Cypress (Cupressus × leylandii)	3	Good condition	C	Direct conflict with R.O.W. improvements	0
10934	10	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10935	8, 10	Leyland Cypress (Cupressus × leylandii)	3	codominant stems	B	Direct conflict with R.O.W. improvements	0
10936	12	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10937	10	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10938	6, 6, 6, 7	Leyland Cypress (Cupressus × leylandii)	3	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10939	6, 8	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10940	6, 6, 8	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10941	6, 7, 14	Leyland Cypress (Cupressus × leylandii)	5	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10942	7, 9	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10943	6, 8, 14	Leyland Cypress (Cupressus × leylandii)	5	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10944	10	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10945	9, 9	Leyland Cypress (Cupressus × leylandii)	3	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10946	6, 9	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10947	11	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10948	6, 6, 7	Willow (Salix spp.)	2	Dead and broken limbs	B	Within building setback	0
10949	33	Douglas-fir (Pseudotsuga menziesii)	13	Cavity; Epicormic sprouts; Asymmetrical canopy (W)	B	Direct conflict with site grading	0
10950	29	Douglas-fir (Pseudotsuga menziesii)	11	Some dieback; Asymmetrical canopy (W)	B	Direct conflict with site grading	0
10951	13	Douglas-fir (Pseudotsuga menziesii)	3	Suppressed	B	Direct conflict with site grading	0
10952	29	Douglas-fir (Pseudotsuga menziesii)	11	Slight lean (S); Asymmetrical canopy (S)	B	Direct conflict with site grading	0
10953	27	Douglas-fir (Pseudotsuga menziesii)	10	Dieback throughout canopy; Low vigor	B	Direct conflict with site grading	0
10954	28	Douglas-fir (Pseudotsuga menziesii)	10	Good condition	C	Direct conflict with site grading	0
10955	18	Douglas-fir (Pseudotsuga menziesii)	5	Sweep (S); Codominant top	B	Direct conflict with site grading	0
10956	8	Douglas-fir (Pseudotsuga menziesii)	2	Sweep (E)	B	Direct conflict with site grading	0
10957	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Direct conflict with site grading	0
10958	32	Douglas-fir (Pseudotsuga menziesii)	12	Good condition	C	Within building setback	0
10959	21	Douglas-fir (Pseudotsuga menziesii)	7	Good condition	C	Within building setback	0
10960	25	Douglas-fir (Pseudotsuga menziesii)	9	Good condition	C	Within building setback	0
10961	28	Douglas-fir (Pseudotsuga menziesii)	10	Good condition	C	Within building setback	0
10962	30	Douglas-fir (Pseudotsuga menziesii)	11	Good condition	C	Direct conflict with site grading	0
10963	14	Douglas-fir (Pseudotsuga menziesii)	3	Suppressed	B	Direct conflict with site grading	0
10964	14	Douglas-fir (Pseudotsuga menziesii)	3	Suppressed	B	Direct conflict with site grading	0
10992	6, 6	English Holly (Ilex aquifolium)	2	Codominant stems; Low vigor	B	Direct conflict with site grading	0
10993	6, 7	Willow (Salix spp.)	2	Lean (S); Dead branches; Codominant stems	B	Direct conflict with site grading	0
10994	7, 7, 8	Willow (Salix spp.)	3	Lean (S); Dead branches; Codominant stems	B	Direct conflict with site grading	0
10995	6, 6	Willow (Salix spp.)	2	Lean (S); Dead branches; Codominant stems	B	Direct conflict with site grading	0
11057	6, 8, 8	Cherry (Prunus spp.)	3	Dead branches; Codominant stems	B	Within building setback	0
11058	7	Douglas-fir (Pseudotsuga menziesii)	2	Good condition	C	Within building setback	0
11059	6	Arborvitae (Thuja occidentalis)	2	Good condition	C	Direct conflict with site grading	0
11238	10, 10	Apple (Malus domesitca)	3	One codominant stem broken with decay; Cavities	B	Within building setback	0
11247	10, 14	European Mountain-ash (Sorbus aucuparia)	5	Some sapsucker bore holes; Good condition	C	Direct conflict with road construction	0
11249	6, 8	Oregon Ash (Fraxinus latifolia)	2	Good condition	C	Direct conflict with site grading	0
11250	19,17	Oregon Ash (Fraxinus latifolia)	9	Good condition	C	Direct conflict with site grading	0
11251	6, 10, 12	Sweet Cherry (Prunus avium)	5	Codominant base with included bark; Broken leader with decay	B	Within building setback	0
11260	20	Douglas-fir (Pseudotsuga menziesii)	6	Epicormic sprouting	B	Direct conflict with storm utilities	0
11261	21	Douglas-fir (Pseudotsuga menziesii)	7	Good condition	C	Within building setback	0
11262	22	Douglas-fir (Pseudotsuga menziesii)	7	Good condition	C	Within building setback	0
11263	8, 8, 10	Bigleaf Maple (Acer macrophyllum)	4	Stems growing from uprooted tree	A	Within building setback	0
11264	21	Douglas-fir (Pseudotsuga menziesii)	7	Good condition	C	Within building setback	0
11265	26	Douglas-fir (Pseudotsuga menziesii)	9	Good condition	C	Within building setback	0
11266	8	Douglas-fir (Pseudotsuga menziesii)	2	Suppressed	B	Within building setback	0
11267	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Within building setback	0
11268	16	Douglas-fir (Pseudotsuga menziesii)	4	Good condition	C	Within building setback	0
11269	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Within building setback	0
11270	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Direct conflict with site grading	0
11271	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Direct conflict with site grading	0
11272	38	Douglas-fir (Pseudotsuga menziesii)	15	Good condition	C	Direct conflict with site grading	0
11273	24, 24	Douglas-fir (Pseudotsuga menziesii)	13	Codominant base; Broken top on one stem; Low vigor	B	Direct conflict with site grading	0
11274	15	Oregon Ash (Fraxinus latifolia)	4	Lean (S); Broken leader	B	Direct conflict with site grading	0
11275	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Direct conflict with site grading	0
11276	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Direct conflict with site grading	0
11277	26	Douglas-fir (Pseudotsuga menziesii)	9	Good condition	C	Direct conflict with site grading	0
11278	10	Douglas-fir (Pseudotsuga menziesii)	2	Suppressed	B	Within building setback	0
11279	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Within building setback	0
11280	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Within building setback	0
11281	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Within building setback	0

Detailed Tree Inventory for Uhacz Subdivision

AKS Job No. 12533 - Evaluation Date: 2/11/2026 - Evaluated By: BRK

Tree #	DBH (in.)	Tree Species Common Name (Scientific name)	Tree Units Initial	Condition/Comments	Windthrow Rating	Reason for Removal	Tree Units Retained
11282	18	Bigleaf Maple (Acer macrophyllum)	5	Good condition	C	Within building setback	0
11288	6, 8	Cherry (Prunus spp.)	2	Good condition	C	Direct conflict with site grading	0
11292	10	Oregon Ash (Fraxinus latifolia)	2	Good condition	C	Within building setback	0
11301	40	Douglas-fir (Pseudotsuga menziesii)	16	Dieback; Epicormic sprouting; Sparse canopy	B	Direct conflict with site grading	0
11302	11	Douglas-fir (Pseudotsuga menziesii)	2	Suppressed	B	Direct conflict with site grading	0
11303	26	Douglas-fir (Pseudotsuga menziesii)	9	Dieback; Epicormic sprouting; Sparse canopy	B	Direct conflict with storm utilities	0
11304	11	Douglas-fir (Pseudotsuga menziesii)	2	Suppressed	B	Direct conflict with site grading	0
11415	13	English Walnut (Juglans regia)	3	Good condition	C	Direct conflict with path grading	0
11435	14	English Walnut (Juglans regia)	3	Good condition	C	Direct conflict with path grading	0
11436	6	Apple (Malus domesitca)	2	Good condition	C	Direct conflict with path	0
11471	17	Bigleaf Maple (Acer macrophyllum)	5	LINE TREE; Sweep (W); Good condition	C	Preserve	5
11481	6, 6	English Hawthorn (Crataegus monogyna)	2	Codominant stems	B	Direct conflict with path grading	0
11495	9, 12	Douglas-fir (Pseudotsuga menziesii)	0	OFFSITE; Codominant base with included bark	B	Preserve	0
11496	15	Douglas-fir (Pseudotsuga menziesii)	4	LINE TREE; Good Condition	C	Preserve	4
11499	12	Douglas-fir (Pseudotsuga menziesii)	2	LINE TREE; Good Condition	C	Preserve	2
11927	6, 6	Flowering Dogwood (Cornus florida)	2	Lean (E)	B	Direct conflict with site grading	0
11928	16	White Spruce (Picea glauca)	0	OFFSITE; evaluated from behind a fence; Good condition	C	Preserve	0
11929	17	White Spruce (Picea glauca)	0	OFFSITE; evaluated from behind a fence; Good condition	C	Preserve	0
11930	18	Apple (Malus domesitca)	0	OFFSITE; Broken leaders; Epicormic limbs; Decay	B	Preserve	0
50000	13,13	Oregon Ash (Fraxinus latifolia)	5	Codominant with included bark	B	Within building setback	0
50001	18,8	Oregon Ash (Fraxinus latifolia)	6	Good condition	C	Direct conflict with site grading	0

Total # of Existing Trees Inventoried = 104

Net Site Area = 6.35

Total # of Existing Onsite & Line Trees = 95
Total Onsite Existing Tree Units = 463
Total # of Onsite & Line Trees Retained = 3
Total # of Tree Units Retained = 11
Minimum Tree Units Required per City Code = 127
*(6.35 acres * 20 trees/acre)*
Minimum # Trees to Replant = 116

Total # of Existing Trees Removed = 92
Total Existing Tree Units Removed = 452

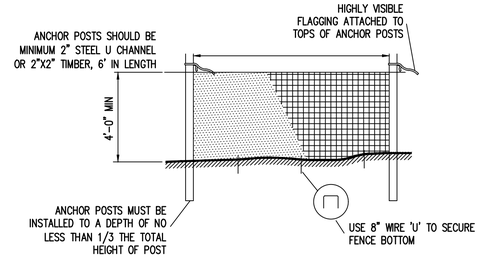
Windthrow Rating

A=Least windthrow resistant
B=Moderate windthrow resistant
C=Most windthrow resistant

Arborist Disclosure Statement:

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the health of trees, and attempt to reduce the risk of living near trees. The Client and Jurisdiction may choose to accept or disregard the recommendations of the arborist, or seek additional advice. Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like medicine, cannot be guaranteed. Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees. Neither this author nor AKS Engineering & Forestry, LLC have assumed any responsibility for liability associated with the trees on or adjacent to this site.

At the completion of construction, all trees should once again be reviewed. Land clearing and removal of adjacent trees can expose previously unseen defects and otherwise healthy trees can be damaged during construction.



PLASTIC MESH TREE PROTECTION FENCE
NOT TO SCALE

TREE PROTECTION FENCE NOTES

1. BLAZE ORANGE OR BLUE PLASTIC MESH FENCE FOR TREE PROTECTION DEVICE, ONLY.
2. BOUNDARIES OF PROTECTION AREA WILL BE ESTABLISHED IN THE FIELD BY THE ARBORIST PRIOR TO CONSTRUCTION
3. BOUNDARIES OF PROTECTION AREA SHOULD BE STAKED AND FLAGGED BY THE ARBORIST, OR UNDER THE SUPERVISION OF THE ARBORIST, PRIOR TO INSTALLING DEVICES.
4. AVOID DAMAGE TO CRITICAL ROOT ZONE. DO NOT DAMAGE OR SEVER LARGE ROOTS WHEN INSTALLING POSTS.
5. TREE PROTECTION TO BE INSTALLED PRIOR TO CONSTRUCTION AND REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED.

CERTIFIED ARBORIST ISA
PRELIMINARY NOT FOR CONSTRUCTION
BENNETT R. KOCSIS
CERTIFICATE NUMBER: PN 8877A
EXPIRATION DATE: 12/31/2028

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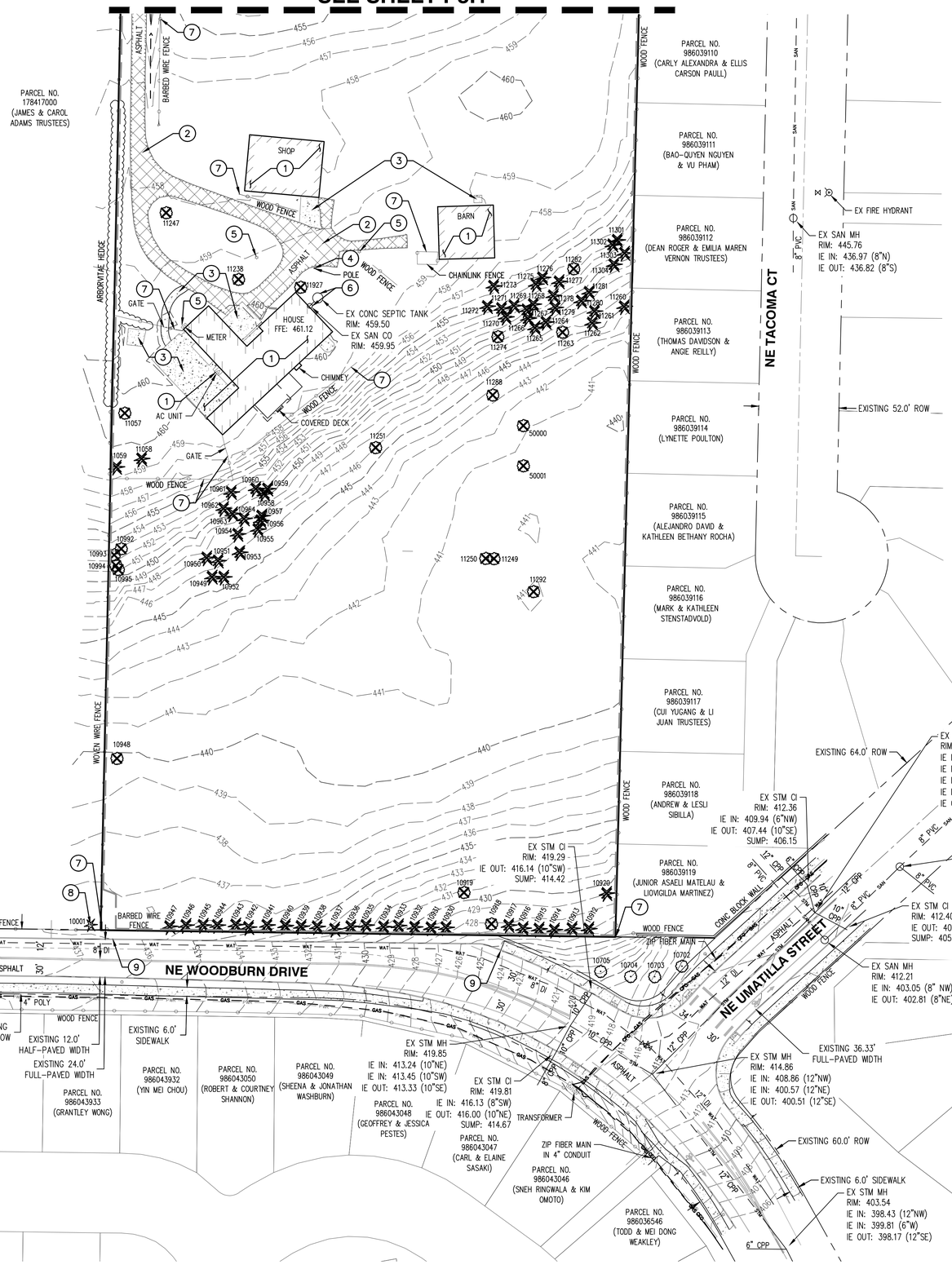
PRELIMINARY TREE INVENTORY
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P4.2

AKS DRAWING FILE: 12533 P4 TREE.DWG | LAYOUT: P4.2



GENERAL NOTES

1. SEE THE PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN P4.0–P4.2 FOR TREE PROTECTION AND CONSTRUCTION FENCE LOCATIONS AND TREE ROOT PROTECTION ZONE RADIUS ZONES.
2. ALL EXISTING ON-SITE WELLS AND SEPTIC FACILITIES TO BE DECOMMISSIONED.

NOTE: DEMOLITION AND REMOVAL OF ALL STRUCTURES TOGETHER WITH DECOMMISSIONING OF ALL WELLS, SEPTIC TANKS, AND UNDERGROUND STORAGE TANKS (IF ANY EXIST) SHALL BE COMPLETED PRIOR TO SITE GRADING.

CONTRACTOR TO PROPERLY ABANDON AND/OR PROPERLY DECOMMISSIONED ANY WATER WELLS LOCATED ON SITE PER CLARK COUNTY HEALTH DEPARTMENT REQUIREMENTS. CONTRACTOR SHALL SUBMIT ALL ABANDONMENT DOCUMENTATION TO THE CITY INSPECTOR.

DEMOLITION PERMITS FROM THE CITY OF CAMAS BUILDING DEPARTMENT REQUIRED PRIOR TO REMOVING EXISTING STRUCTURES.

DEMOLITION KEYED NOTES

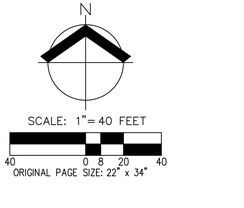
1. REMOVE/DEMOLISH ALL EXISTING BUILDINGS AND ASSOCIATED FOUNDATIONS, UTILITIES, AND RELATED FEATURES
2. REMOVE EXISTING ASPHALT
3. REMOVE EXISTING CONCRETE
4. REMOVE EXISTING POLE
5. REMOVE EXISTING POWER/UTILITY LIGHT POLE
6. REMOVE EXISTING SEPTIC TANK AND CLEANOUT
7. REMOVE FENCE
8. CONTRACTOR TO PROTECT AND PRESERVE EXISTING TREES DURING DEMOLITION WORK. SEE TREE PRESERVATION AND REMOVAL PLANS AND DETAILS, SHEETS P4.0–P4.2 FOR ADDITIONAL NOTES AND DETAILS.
9. REMOVE EXISTING CURB

LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 349
- EXISTING GROUND CONTOUR (5 FT) — 350
- GRADING LIMITS
- DECIDUOUS TREES TO BE REMOVED
- CONIFEROUS TREES TO BE REMOVED
- DECIDUOUS TREES TO REMAIN
- CONIFEROUS TREES TO REMAIN
- EXISTING AC PAVEMENT TO BE DEMOLISHED

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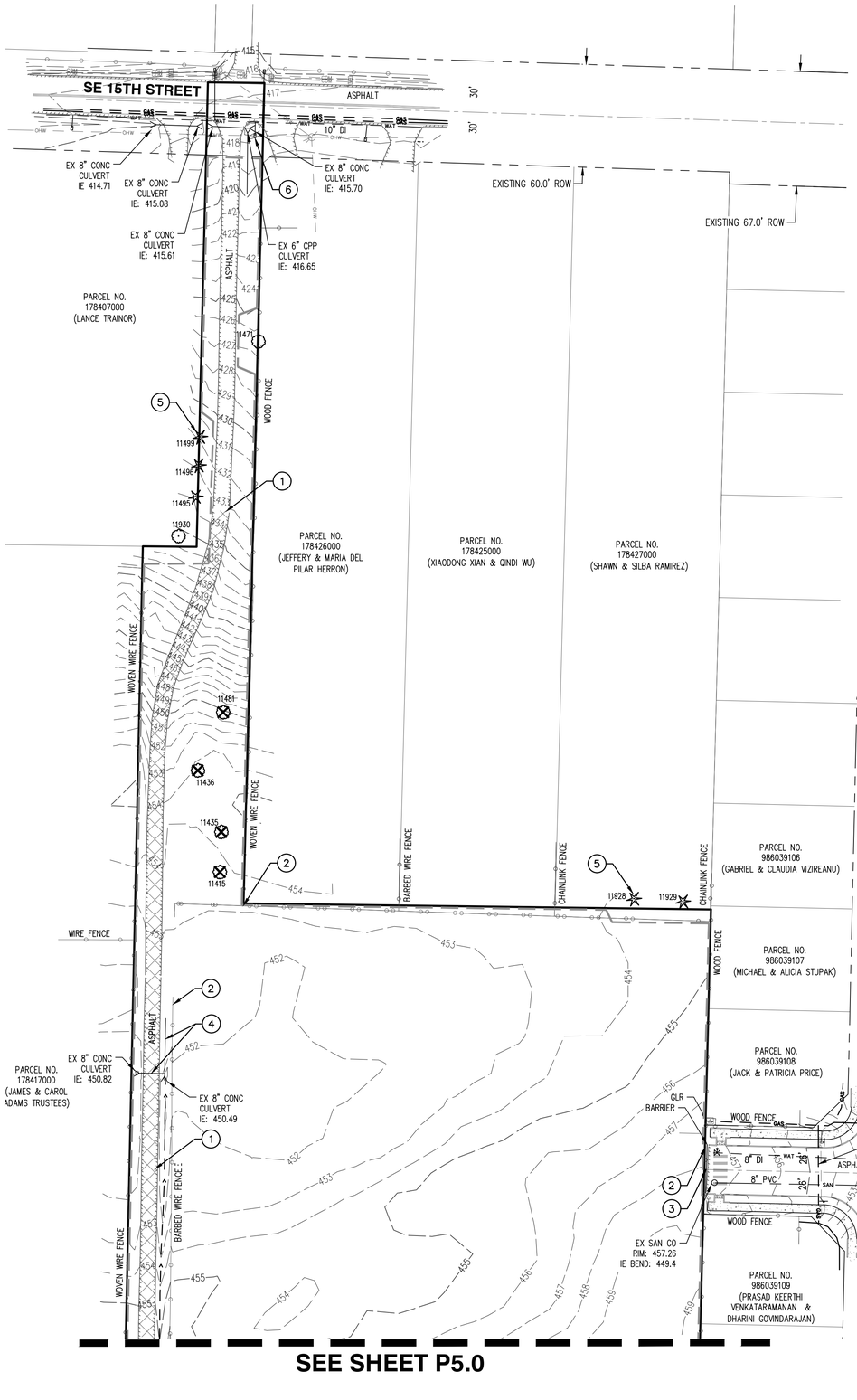
PRELIMINARY DEMOLITION PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON



JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P5.0

AKS DRAWING FILE: 12533 P5 DEMOL.DWG | LAYOUT: P5.0



GENERAL NOTES

1. SEE THE PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN P4.0–P4.2 FOR TREE PROTECTION AND CONSTRUCTION FENCE LOCATIONS AND TREE ROOT PROTECTION ZONE RADIUS ZONES.
2. ALL EXISTING ON–SITE WELLS AND SEPTIC FACILITIES TO BE DECOMMISSIONED.

NOTE: DEMOLITION AND REMOVAL OF ALL STRUCTURES TOGETHER WITH DECOMMISSIONING OF ALL WELLS, SEPTIC TANKS, AND UNDERGROUND STORAGE TANKS (IF ANY EXIST) SHALL BE COMPLETED PRIOR TO SITE GRADING.

CONTRACTOR TO PROPERLY ABANDON AND/OR PROPERLY DECOMMISSIONED ANY WATER WELLS LOCATED ON SITE PER CLARK COUNTY HEALTH DEPARTMENT REQUIREMENTS. CONTRACTOR SHALL SUBMIT ALL ABANDONMENT DOCUMENTATION TO THE CITY INSPECTOR.

DEMOLITION PERMITS FROM THE CITY OF CAMAS BUILDING DEPARTMENT REQUIRED PRIOR TO REMOVING EXISTING STRUCTURES.

DEMOLITION KEYED NOTES

1. REMOVE EXISTING ASPHALT
2. REMOVE FENCE
3. REMOVE EXISTING ROAD BARRIER
4. REMOVE EXISTING 8" CONCRETE CULVERTS
5. CONTRACTOR TO PROTECT AND PRESERVE EXISTING TREES DURING DEMOLITION WORK. SEE TREE PRESERVATION AND REMOVAL PLANS AND DETAILS, SHEETS P4.0–P4.2 FOR ADDITIONAL NOTES AND DETAILS.
6. DECOMMISSION EXISTING WATER SERVICE

LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 349 —
- EXISTING GROUND CONTOUR (5 FT) — 350 —
- DECIDUOUS TREES TO BE REMOVED
- CONIFEROUS TREES TO BE REMOVED
- DECIDUOUS TREES TO REMAIN
- GRADING LIMITS
- CONIFEROUS TREES TO REMAIN
- EXISTING AC PAVEMENT TO BE DEMOLISHED

N

SCALE: 1" = 40 FEET

40 0 8 20 40

ORIGINAL PAGE SIZE: 22" x 34"

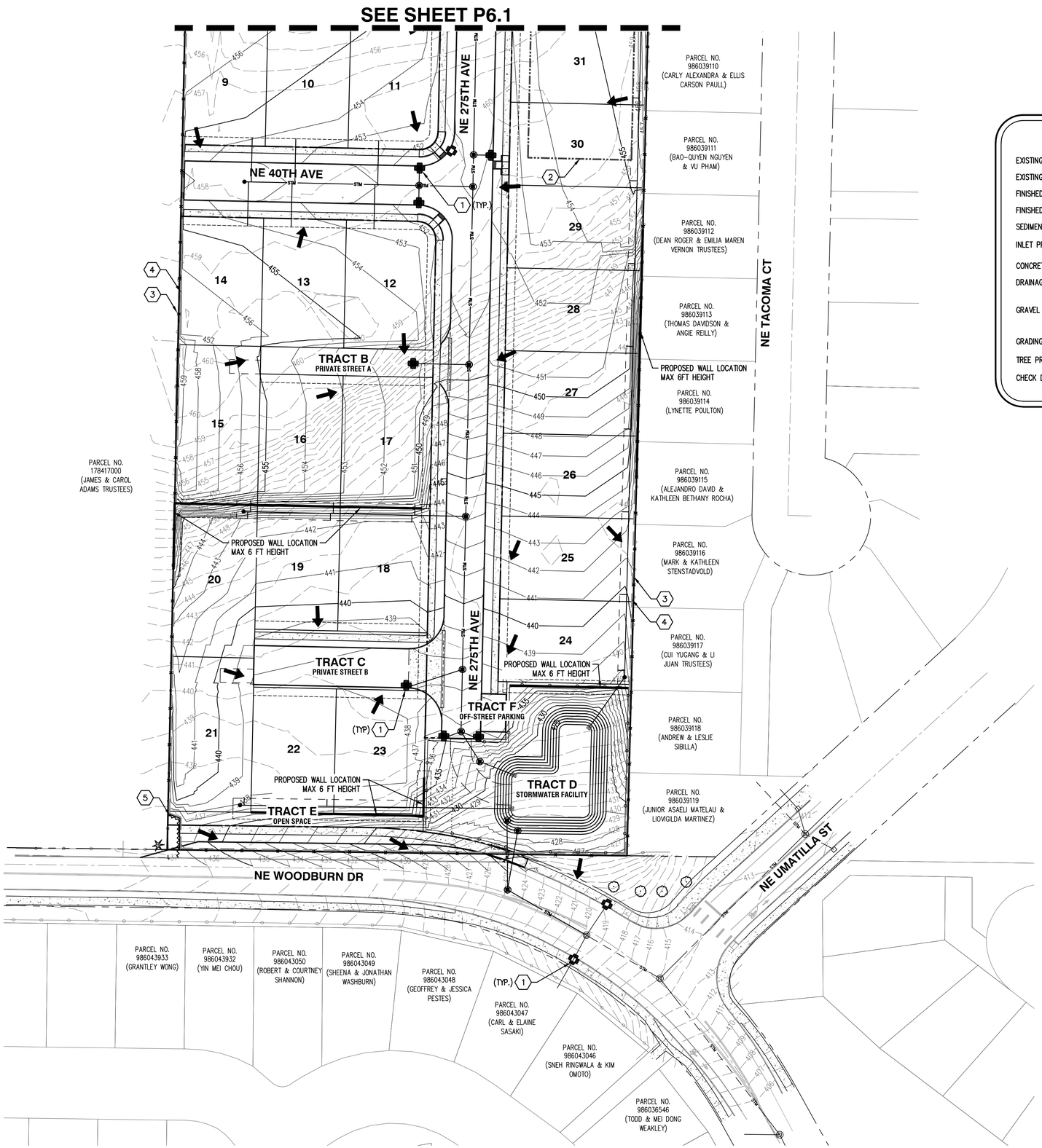
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PRELIMINARY DEMOLITION PLAN
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JOB NUMBER:	12533
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P5.1



LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 345
- EXISTING GROUND CONTOUR (5 FT) — 350
- FINISHED GRADE CONTOUR (1 FT) — 345
- FINISHED GRADE CONTOUR (5 FT) — 350
- SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING)
- INLET PROTECTION (TYP) PER CATCH BASIN INSERT BAG DETAIL
- CONCRETE WASHOUT AREA
- DRAINAGE FLOW DIRECTION
- GRAVEL CONSTRUCTION ENTRANCE
- GRADING LIMITS
- TREE PROTECTION/CONSTRUCTION FENCE
- CHECK DAM BIOFILTER BAG

GENERAL NOTES

1. SEE THE PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN P4.0–P4.2 FOR TREE PROTECTION AND CONSTRUCTION FENCE LOCATIONS AND TREE ROOT PROTECTION ZONE RADIUS ZONES.
2. ADDITIONAL EROSION CONTROL MEASURES WILL BE INCLUDED DURING FINAL ENGINEERING TO ACCOUNT FOR CONSTRUCTION GRADING.
3. ALL EXISTING ON-SITE WELLS AND SEPTIC FACILITIES TO BE DECOMMISSIONED.
4. SEE DEMOLITION PLAN P5.0 FOR DEMOLITION AND REMOVAL OF ALL STRUCTURES.
5. NO CONSTRUCTION VEHICLES TO ACCESS OFF SE 15TH STREET.

EROSION CONTROL KEYED NOTES

1. INSTALL INLET PROTECTION (TYP.).
2. POTENTIAL STOCKPILE AREA.
3. INSTALL SEDIMENT FENCE (TYP.).
4. DISTURBED LIMITS (TYP.).
5. INSTALL TREE PROTECTION FENCE (TYP.).

PRELIMINARY GRADING QUANTITIES

CUT: **23,000** C.Y. STRIPPINGS (ASSUME **10"** DEPTH): **12,000** C.Y.
FILL: **10,000** C.Y.

VOLUMES ARE FOR THE OVERALL DEVELOPMENT PLAN.
RETAIN STRIPPINGS ON SITE AND REDISTRIBUTE (6" DEPTH AVG.) OVER DISTURBED BUILDABLE LOT AREAS AFTER ALL GRADING ACTIVITIES ARE COMPLETED. ADDITIONAL STRIPPINGS MAY BE PLACED IN LANDSCAPE TRACT AREAS WHERE NO STRUCTURES WILL BE PLACED TO ACHIEVE FINISHED GRADE.

ASSUMPTIONS:
BASED ON **10"** STRIPPINGS DEPTH OVER SITE
UTILITY TRENCHING NOT INCLUDED

NOTE: CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES FOR BID PURPOSES.

CUT AND FILL QUANTITIES SHOWN ARE BASED OFF OF GENERAL SITE GRADING ESTABLISHED FROM THE FINISHED STRIPPING GRADE TO THE FINISHED PROPOSED SUBGRADE. THESE VOLUMES ALSO INCLUDE APPROXIMATE OVER EXCAVATION FOR ROADWAY SUBGRADE. THESE VOLUMES DO NOT TAKE INTO ACCOUNT ANY UNKNOWN UNSUITABLE SOIL DEPOSITS OR OVER EXCAVATION OF NON-ORGANIC MATERIALS FOUND ONSITE, NOR WET WEATHER CONDITIONS AND MEASURES SHOULD THIS APPLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PRODUCE THEIR OWN INDEPENDENT GRADING VOLUMES AS WELL AS ACCOUNT FOR ANY OBSERVATIONS OR MEASURES DIRECTED WITHIN THE GEOTECHNICAL REPORT OR AS DIRECTED BY THE GEOTECHNICAL ENGINEER ONSITE THROUGHOUT CONSTRUCTION.

N

SCALE: 1" = 40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"

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VANCOUVER, WA 98682
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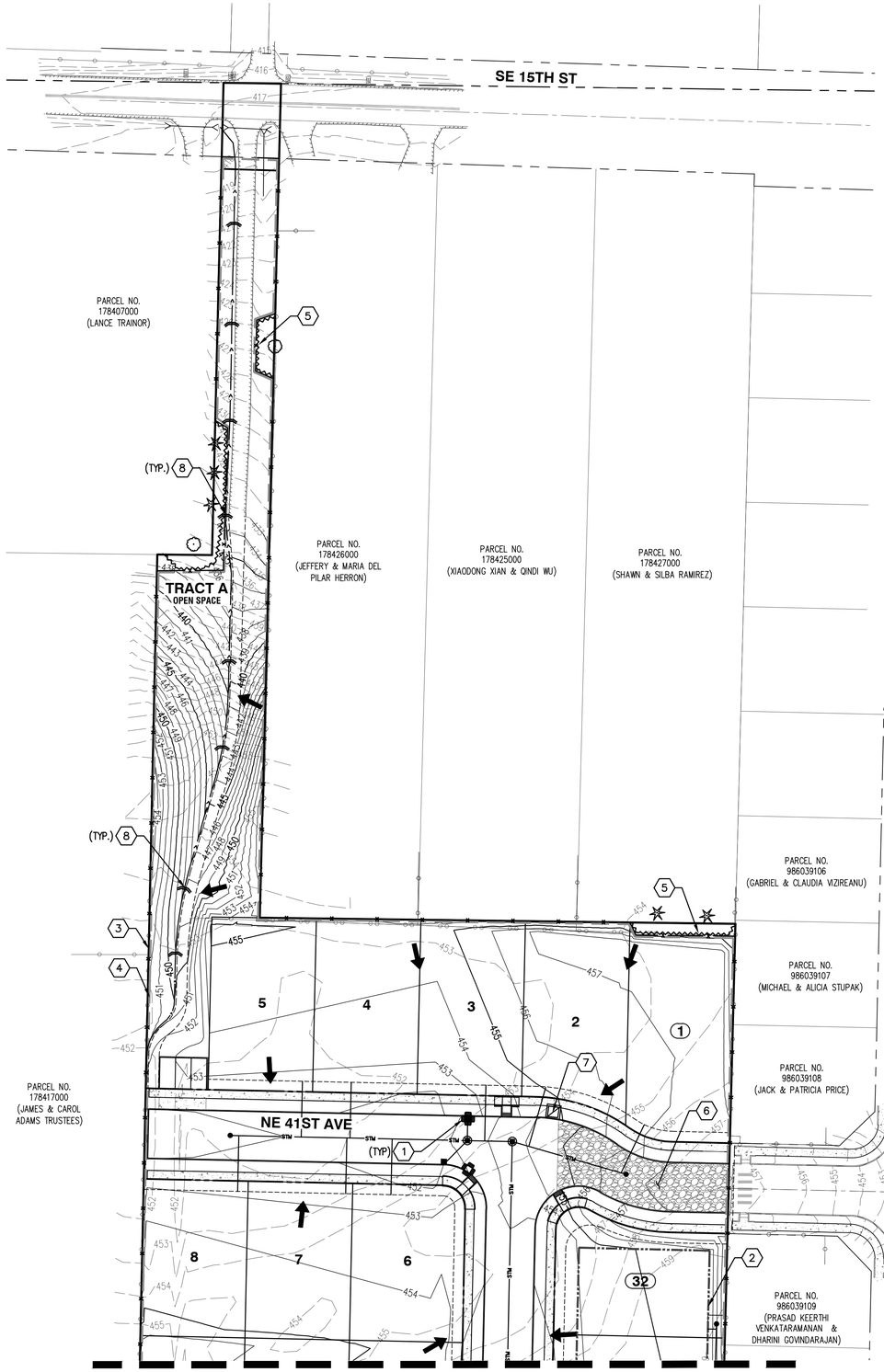
PRELIMINARY GRADING AND ESC PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION
JAMES CHAGNON
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P6.0

AKS DRAWING FILE: 12533 P6 GRAD & ESC.DWG | LAYOUT: P6.0



LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 345
- EXISTING GROUND CONTOUR (5 FT) — 350
- FINISHED GRADE CONTOUR (1 FT) — 345
- FINISHED GRADE CONTOUR (5 FT) — 350
- SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING)
- INLET DRAIN PROTECTION (TYP) PER CATCH BASIN INSERT BAG DETAIL
- CONCRETE WASHOUT AREA
- DRAINAGE FLOW DIRECTION
- GRAVEL CONSTRUCTION ENTRANCE
- GRADING LIMITS
- TREE PROTECTION/CONSTRUCTION FENCE
- CHECK DAM BIOFILTER BAG

GENERAL NOTES

1. SEE THE PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN P4.0–P4.2 FOR TREE PROTECTION AND CONSTRUCTION FENCE LOCATIONS AND TREE ROOT PROTECTION ZONE RADIUS ZONES.
2. ADDITIONAL EROSION CONTROL MEASURES WILL BE INCLUDED DURING FINAL ENGINEERING TO ACCOUNT FOR CONSTRUCTION GRADING.
3. ALL EXISTING ON–SITE SEPTIC FACILITIES TO BE DECOMMISSIONED.
4. SEE DEMOLITION PLAN P5.0 FOR DEMOLITION AND REMOVAL OF ALL STRUCTURES.
5. NO CONSTRUCTION VEHICLES TO ACCESS OFF SE 15TH STREET.

EROSION CONTROL KEYED NOTES (#)

1. INSTALL INLET PROTECTION (TYP.).
2. POTENTIAL STOCKPILE AREA.
3. INSTALL SEDIMENT FENCE (TYP.).
4. DISTURBED LIMITS (TYP.).
5. INSTALL TREE PROTECTION FENCE (TYP.).
6. CONSTRUCTION ENTRANCE.
7. POTENTIAL CONCRETE WASHOUT LOCATION.
8. INSTALL CHECK DAMS IN DITCH (TYP.).

PRELIMINARY GRADING QUANTITIES

CUT: **23,000** C.Y. STRIPPINGS (ASSUME **10"** DEPTH): **12,000** C.Y.
FILL: **10,000** C.Y.

VOLUMES ARE FOR THE OVERALL DEVELOPMENT PLAN.
RETAIN STRIPPINGS ON SITE AND REDISTRIBUTE (6" DEPTH AVG.) OVER DISTURBED BUILDABLE LOT AREAS AFTER ALL GRADING ACTIVITIES ARE COMPLETED. ADDITIONAL STRIPPINGS MAY BE PLACED IN LANDSCAPE TRACT AREAS WHERE NO STRUCTURES WILL BE PLACED TO ACHIEVE FINISHED GRADE.

ASSUMPTIONS:
BASED ON **10"** STRIPPINGS DEPTH OVER SITE
UTILITY TRENCHING NOT INCLUDED

NOTE: CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES FOR BID PURPOSES.

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SCALE: 1" = 40 FEET
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ORIGINAL PAGE SIZE: 22" x 34"

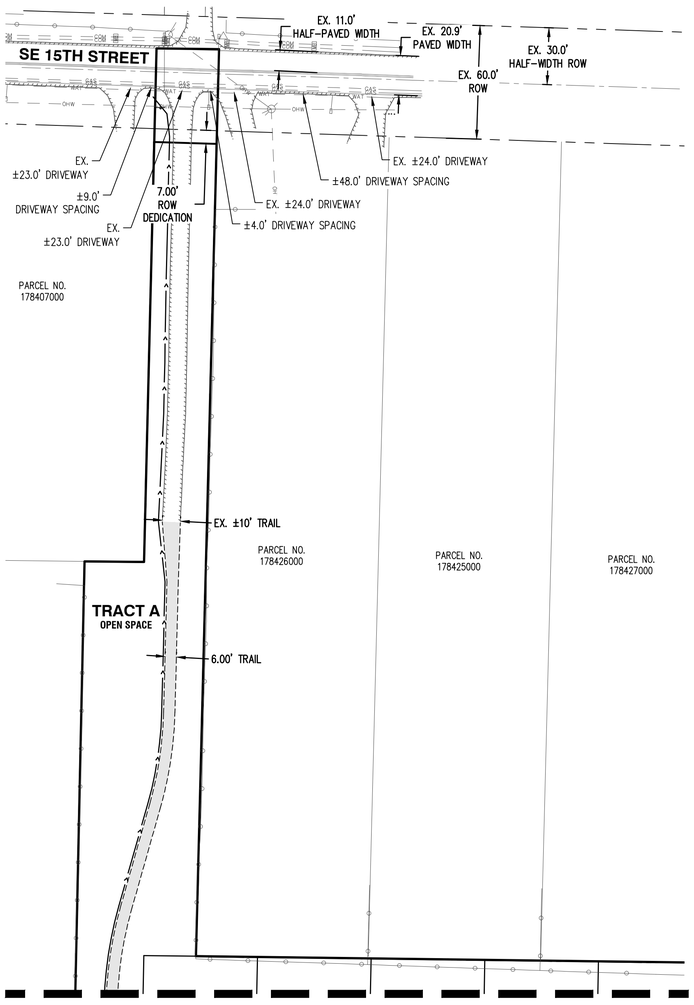
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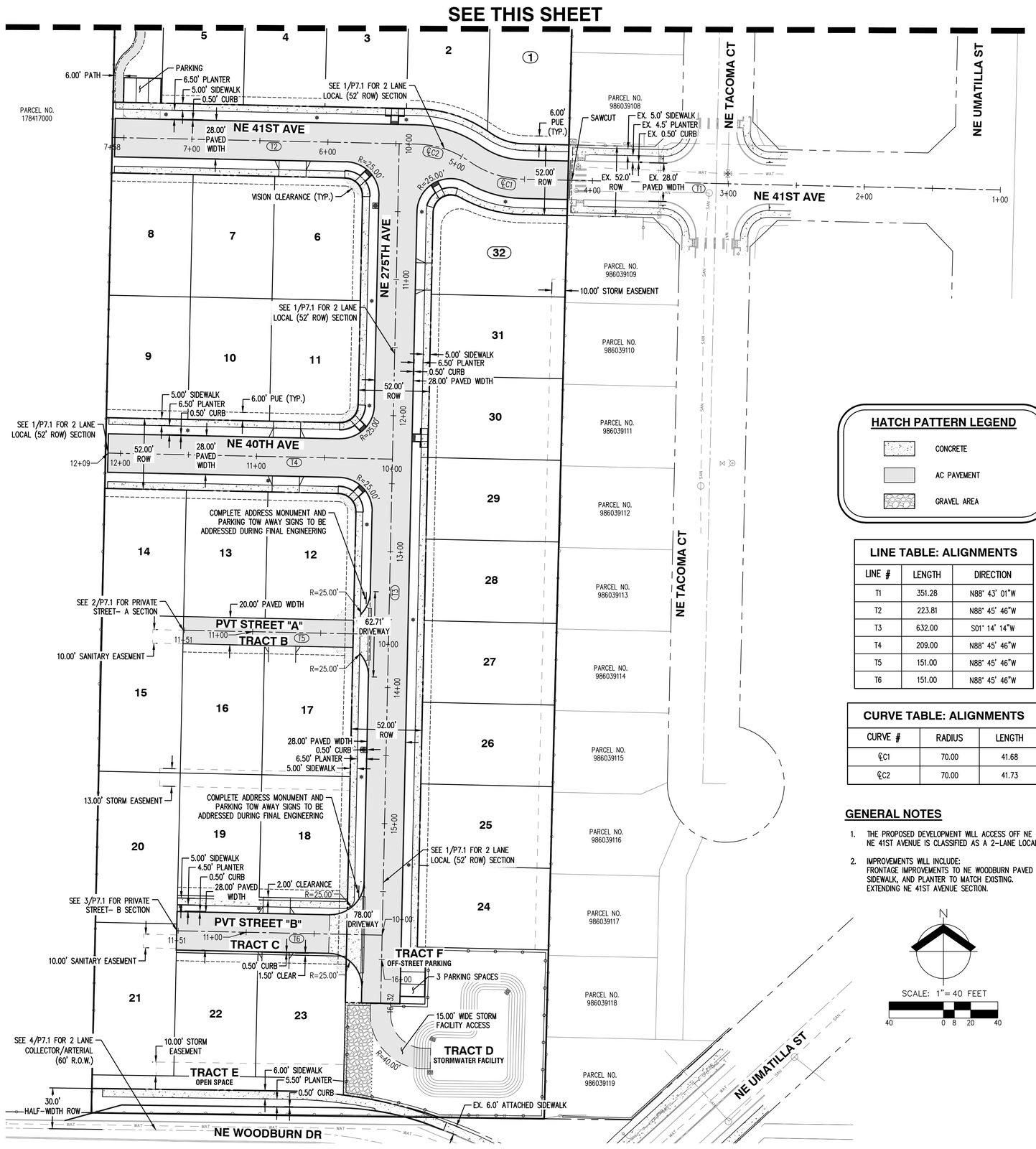
PRELIMINARY GRADING AND ESC PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

JOB NUMBER: 12533
DATE: 3/13/2026
DESIGNED BY: JTG
DRAWN BY: JLV
CHECKED BY: CJS

P6.1

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HATCH PATTERN LEGEND

- CONCRETE
- AC PAVEMENT
- GRAVEL AREA

LINE TABLE: ALIGNMENTS

LINE #	LENGTH	DIRECTION
T1	351.28	N88° 43' 01"W
T2	223.81	N88° 45' 46"W
T3	632.00	S01° 14' 14"W
T4	209.00	N88° 45' 46"W
T5	151.00	N88° 45' 46"W
T6	151.00	N88° 45' 46"W

CURVE TABLE: ALIGNMENTS

CURVE #	RADIUS	LENGTH
℄C1	70.00	41.68
℄C2	70.00	41.73

GENERAL NOTES

1. THE PROPOSED DEVELOPMENT WILL ACCESS OFF NE 41ST AVENUE. NE 41ST AVENUE IS CLASSIFIED AS A 2-LANE LOCAL STREET.
2. IMPROVEMENTS WILL INCLUDE:
   FRONTAGE IMPROVEMENTS TO NE WOODBURN PAVED WIDTH, CURB, SIDEWALK, AND PLANTER TO MATCH EXISTING.
   EXTENDING NE 41ST AVENUE SECTION.

N

SCALE: 1" = 40 FEET
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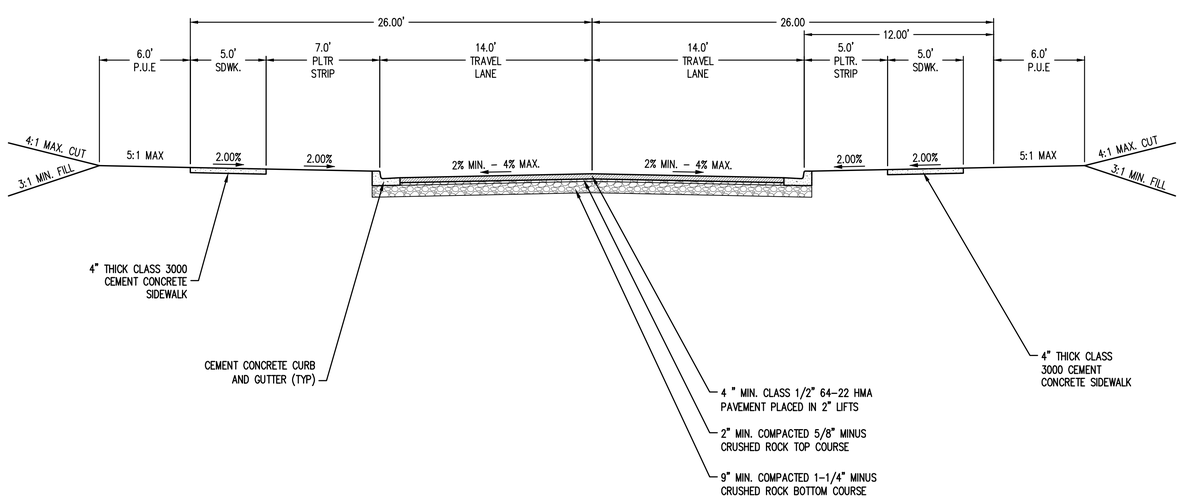
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PRELIMINARY STREET PLAN
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ROMANO CAPITAL, INC
CAMAS, WASHINGTON



JOB NUMBER:	12533
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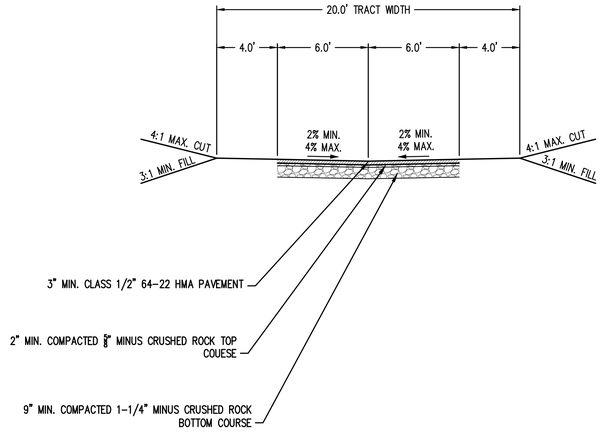


NOTES:
1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. PARKING ONLY ALLOWED ON ONE SIDE OF THE STREET.

1 2 LANE LOCAL (52' R.O.W)

Scale: 1" = 5'

NE 41ST AVENUE: STA 4+15.10 – STA 7+56.50
NE 40TH AVENUE: STA 10+00.00 – STA 12+09.00
NE 275TH AVENUE: STA 10+00.00 – STA 16+32.00

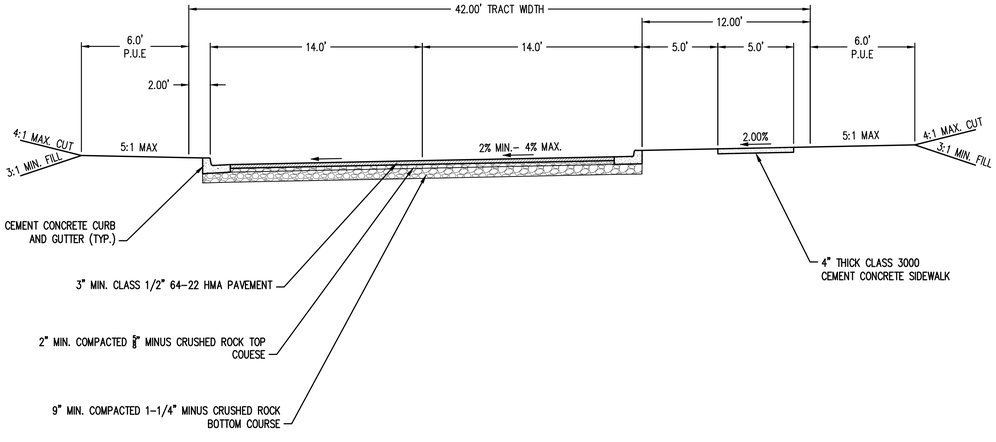


NOTES:
1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. ACCESS TO FOUR OR LESS DWELLING UNITS.
4. TRACT WIDTH AND PAVEMENT WIDTH MAY BE INCREASED FOR FIRE AND/OR GARBAGE/RECYCLING ACCOMMODATIONS WHEN THIS IS THE SOLE ACCESS TO ONE OR MORE LOTS.

2 PRIVATE STREET - A

Scale: 1" = 5'

(INVERT SECTION)
TRACT B: STA 10+00.00 – STA 11+51.00

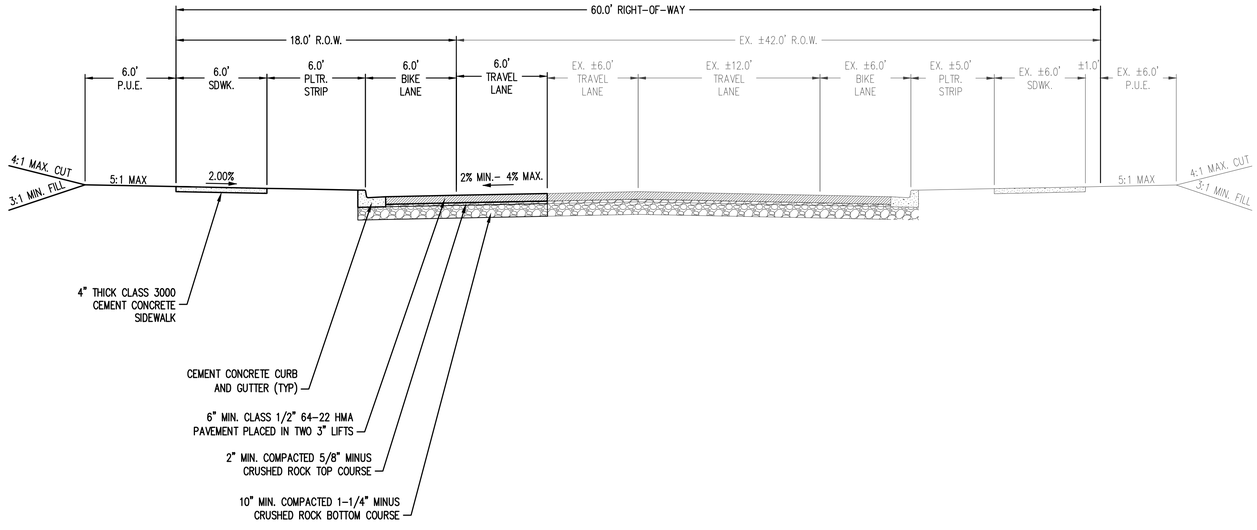


NOTES:
1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. ACCESS TO FIVE OR MORE DWELLING UNITS, GREATER THAN 100', AND NOT OVER 300' IN LENGTH.

3 PRIVATE STREET - B

Scale: 1" = 5'

(SHED SECTION)
TRACT C: STA 10+00.00 – STA 11+51.00



NOTES:
1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS. ALL STREET SECTION DIMENSIONS TO BE CALCULATED BASED ON THE SITE SOIL CONDITION BY A LICENSED STATE OF WASHINGTON ENGINEER.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. LEFT TURN LANES ARE REQUIRED AT INTERSECTIONS.
4. MINIMUM CURB RETURN RADIUS SHALL BE 35'.
5. NO PARKING, MARGINAL ACCESS STREET, NO NEW RESIDENTIAL DRIVEWAYS ALLOWED.

4 2 LANE COLLECTOR (60' R.O.W)

Scale: 1" = 5'

NE WOODBURN DRIVE

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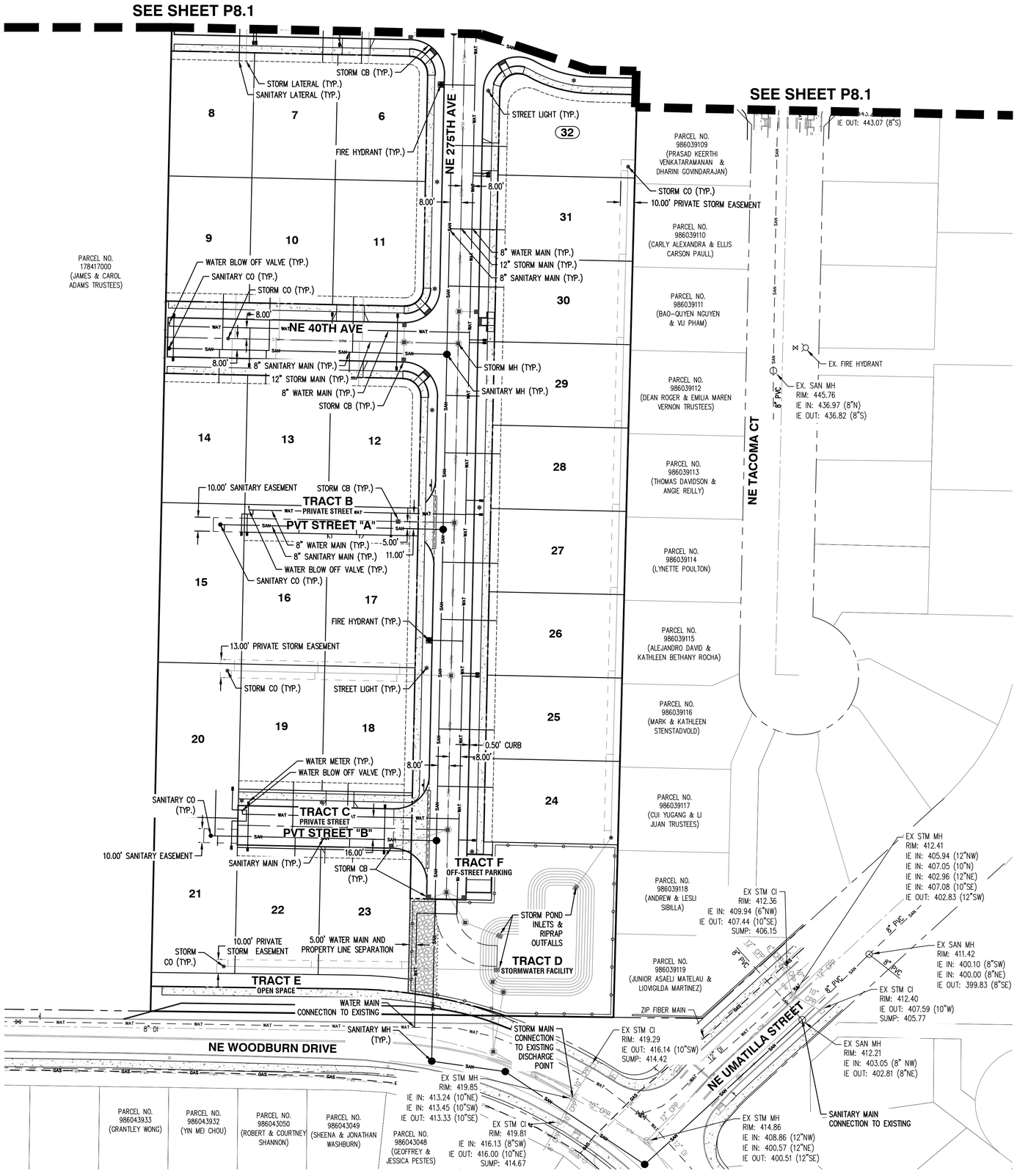
PRELIMINARY STREET DETAILS
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON



JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P7.1

AKS DRAWING FILE: 12533 P7 STREET.DWG | LAYOUT: P7.1



GENERAL NOTES

1. ALL LOTS TO RECEIVE INDIVIDUAL SERVICE CONNECTIONS.
2. SANITARY MAINLINE TO CONNECT TO EXISTING PUBLIC SANITARY LINE ON NE UMATILLA STREET.
3. WATER MAINLINE TO CONNECT TO EXISTING 8" PUBLIC WATER LINE IN NE WOODBURN DRIVE AND NE 41ST AVENUE.
4. SANITARY AND WATER DESIGNED AT THE TIME OF FINAL ENGINEERING.
5. SEE SHEETS P9.0 – P9.1 FOR PRELIMINARY STORMWATER PLAN.
6. NO SEPTIC SYSTEMS ARE PROPOSED ON SITE.
7. NFPA 13D RESIDENTIAL FIRE SPRINKLERS REQUIRED IN ALL DWELLINGS. ALL GARAGES WITH SIDEWALL COVERAGE ON THE WARM WALLS UTILIZING DRY-HEADS AND OR DRY-HEADS IN THE CEILING IF WARM LIVING SPACE EXISTS ABOVE THE GARAGE, ALL ROOMS ACCESSED FROM INSIDE THE GARAGE, ALL BATHROOMS, ALL CLOSETS, AND ALL OUTDOOR COVERED LIVING/KITCHEN AREAS.
8. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY, WATER, AND STORMWATER EASEMENT & ACCESS TO THE CITY OF CAMAS.

N

SCALE: 1"= 40 FEET

40 0 8 20 40

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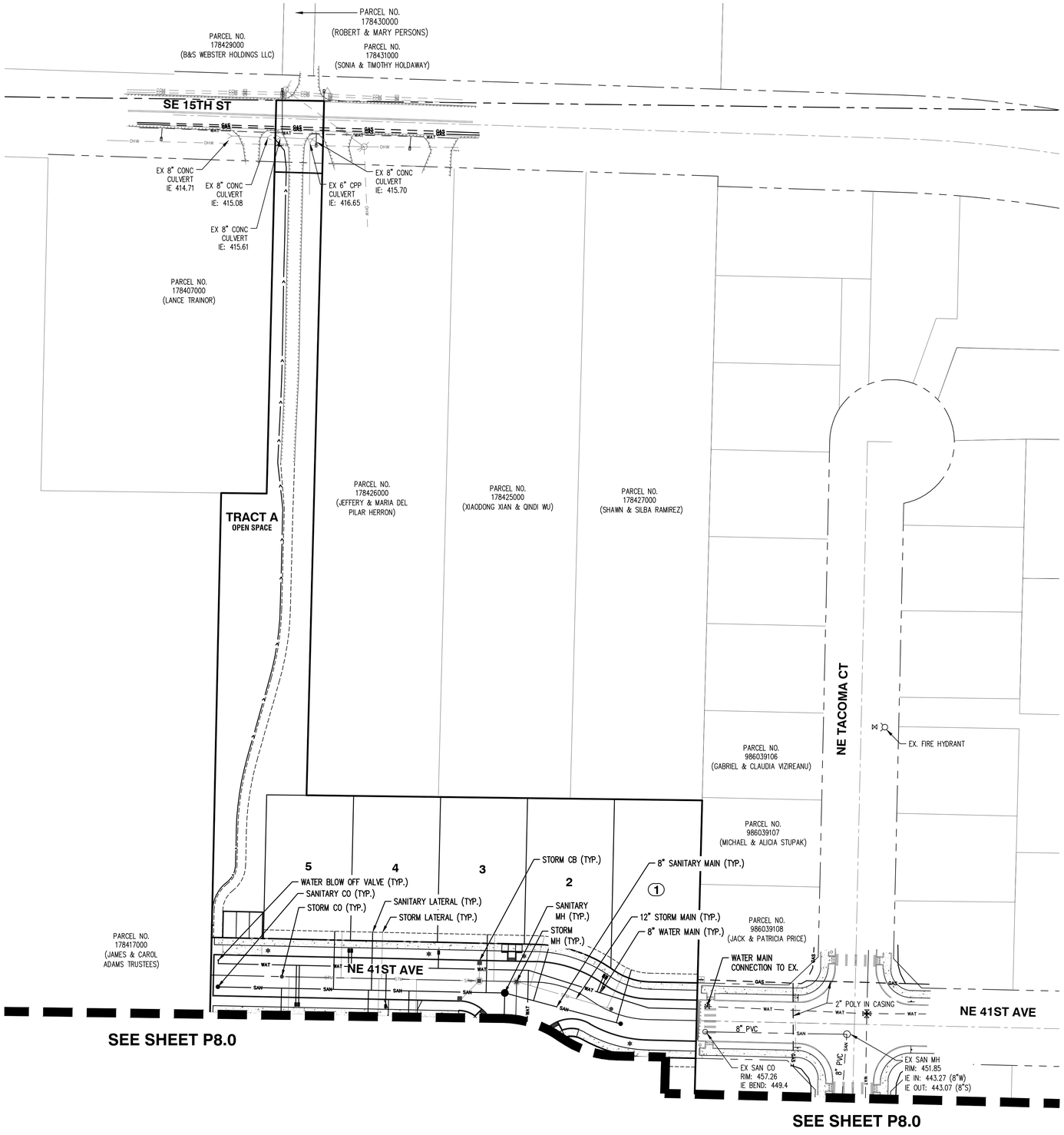
PRELIMINARY COMPOSITE UTILITY PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

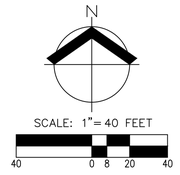
P8.0

AKS DRAWING FILE: 12533 P8 UTILDWG | LAYOUT: P8.0



GENERAL NOTES

1. ALL LOTS TO RECEIVE INDIVIDUAL SERVICE CONNECTIONS.
2. SANITARY MAINLINE TO CONNECT TO EXISTING PUBLIC SANITARY LINE ON NE UMATILLA STREET.
3. WATER MAINLINE TO CONNECT TO EXISTING 8" PUBLIC WATER LINE IN NE WOODBURN DRIVE AND NE 41ST AVENUE.
4. SANITARY AND WATER DESIGNED AT THE TIME OF FINAL ENGINEERING.
5. SEE SHEETS P9.0 – P9.1 FOR PRELIMINARY STORMWATER PLAN.
6. NO SEPTIC SYSTEMS ARE PROPOSED ON SITE.
7. NFPA 13D RESIDENTIAL FIRE SPRINKLERS REQUIRED IN ALL DWELLINGS. ALL GARAGES WITH SIDEWALL COVERAGE ON THE WARM WALLS UTILIZING DRY-HEADS AND OR DRY-HEADS IN THE CEILING IF WARM LIVING SPACE EXISTS ABOVE THE GARAGE, ALL ROOMS ACCESSED FROM INSIDE THE GARAGE, ALL BATHROOMS, ALL CLOSETS, AND ALL OUTDOOR COVERED LIVING/KITCHEN AREAS.
8. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY, WATER, AND STORMWATER EASEMENT & ACCESS TO THE CITY OF CAMAS.



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VANCOUVER, WA 98682
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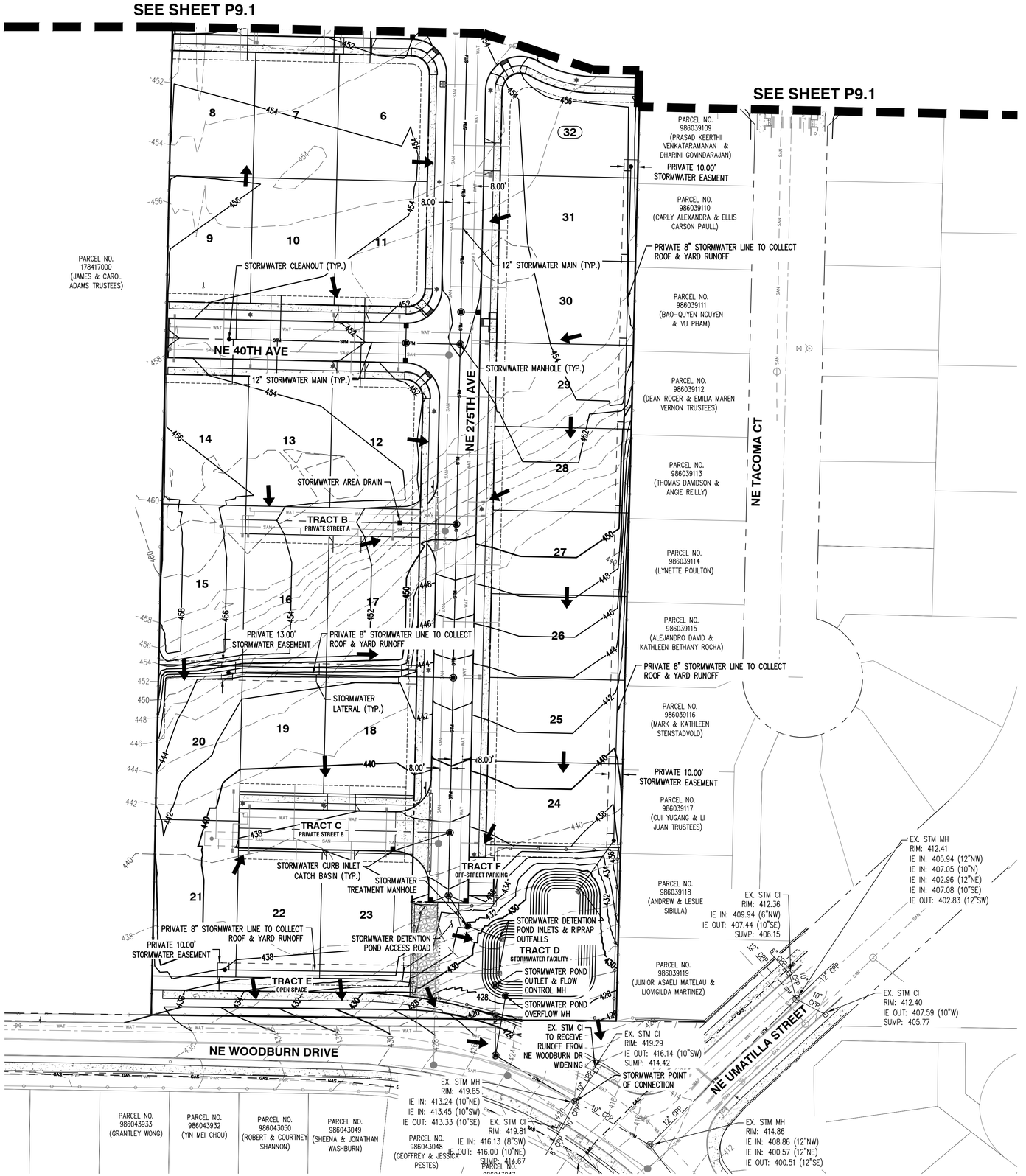
PRELIMINARY COMPOSITE UTILITY PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION
GREGORY JAMES SHACKELFORD
STATE OF WASHINGTON
23987
REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P8.1

AKS DRAWING FILE: 12533 P8 UTILDWG | LAYOUT: P8.1



LEGEND

- EXISTING GROUND CONTOUR (2 FT) — 348
- EXISTING GROUND CONTOUR (10 FT) — 350
- FINISHED GRADE CONTOUR (2 FT) — 348
- FINISHED GRADE CONTOUR (10 FT) — 350

GENERAL NOTES

1. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THE DEVELOPMENT ARE TO BE OWNED AND MAINTAINED BY THE HOA.
2. THE SITE IS NOT WITHIN OR ADJACENT TO A 100-YEAR FLOODPLAIN OR SHORELINE MANAGEMENT AREA.
3. AN EXISTING STORMWATER CONVEYANCE DITCH EXISTS ON SITE BUT WILL BE FILLED DURING GRADING OF THE SITE.
4. STORMWATER INFRASTRUCTURE EXISTS IN SE 15 STREET AND UNDER EXISTING CONDITIONS RECEIVES RUNOFF FROM THE ON SITE TRAIL. A DITCH WILL BE CONSTRUCTED ALONG THE PEDESTRIAN PATH IN TRACT A TO CONTINUE TO CONVEY RUNOFF INTO CULVERTS IN SE 15TH STREET.
5. STORMWATER INFRASTRUCTURE EXISTS IN NE WOODBURN DRIVE AND AN EXISTING CURB INLET SHALL RECEIVE RUNOFF FROM THE NE WOODBURN DRIVE FRONTAGE IMPROVEMENTS.
6. RUNOFF FROM SE 15TH STREET & NE WOODBURN DRIVE DOES NOT CONTRIBUTE TO ON-SITE FLOWS.
7. NO WELLS, AGRICULTURAL DRAIN TILES, POTENTIAL SLOPE INSTABILITY, OR DRAIN FIELDS EXIST ON SITE.
8. NO FLOODPLAIN, FLOODWAYS, WETLANDS OR SHORELINE EXIST ON-SITE.
9. RUNOFF FROM ROOF AREAS FOR ALL LOTS TO DRAIN TO A STORMWATER LATERAL.
10. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY, WATER, AND STORMWATER EASEMENT & ACCESS TO THE CITY OF CAMAS.

N

SCALE: 1"= 40 FEET

40 0 8 20 40

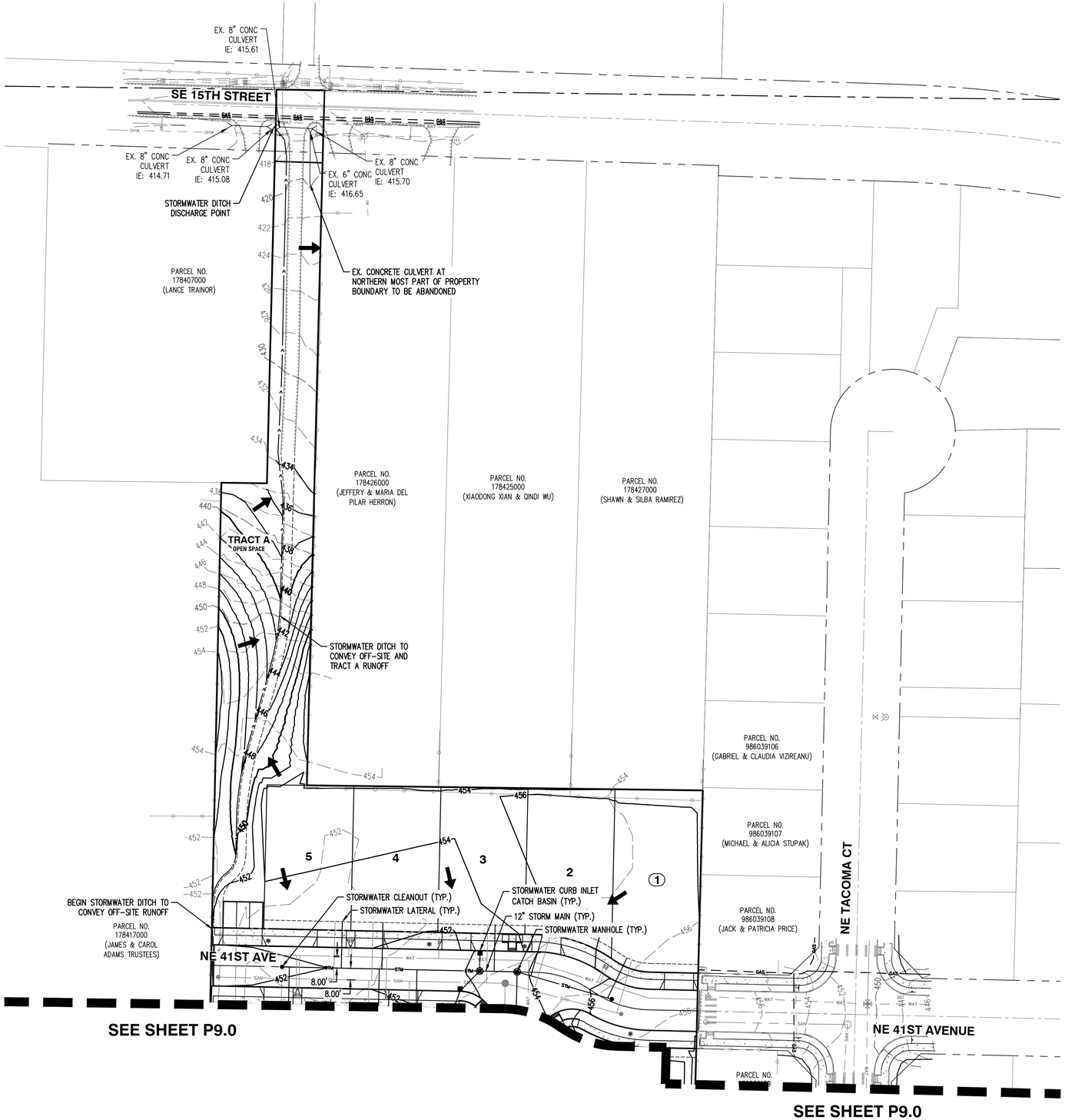
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PRELIMINARY STORMWATER PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P9.0

AKS DRAWING FILE: 12533 P9 STM.DWG | LAYOUT: P9.0



LEGEND

EXISTING GROUND CONTOUR (2 FT)	348
EXISTING GROUND CONTOUR (10 FT)	350
FINISHED GRADE CONTOUR (2 FT)	348
FINISHED GRADE CONTOUR (10 FT)	350

GENERAL NOTES

1. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THE DEVELOPMENT ARE TO BE OWNED AND MAINTAINED BY THE HOA.
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5. STORMWATER INFRASTRUCTURE EXISTS IN NE WOODBURN DRIVE AND AN EXISTING CURB INLET SHALL RECEIVE RUNOFF FROM THE NE WOODBURN DRIVE FRONTAGE IMPROVEMENTS.
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8. NO FLOODPLAIN, FLOODWAYS, WETLANDS OR SHORELINE EXIST ON-SITE.
9. RUNOFF FROM ROOF AREAS FOR ALL LOTS TO DRAIN TO A STORMWATER LATERAL.
10. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY, WATER, AND STORMWATER EASEMENT & ACCESS TO THE CITY OF CAMAS.

N

SCALE: 1"= 40 FEET

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PRELIMINARY STORMWATER PLAN

UHACZ SUBDIVISION

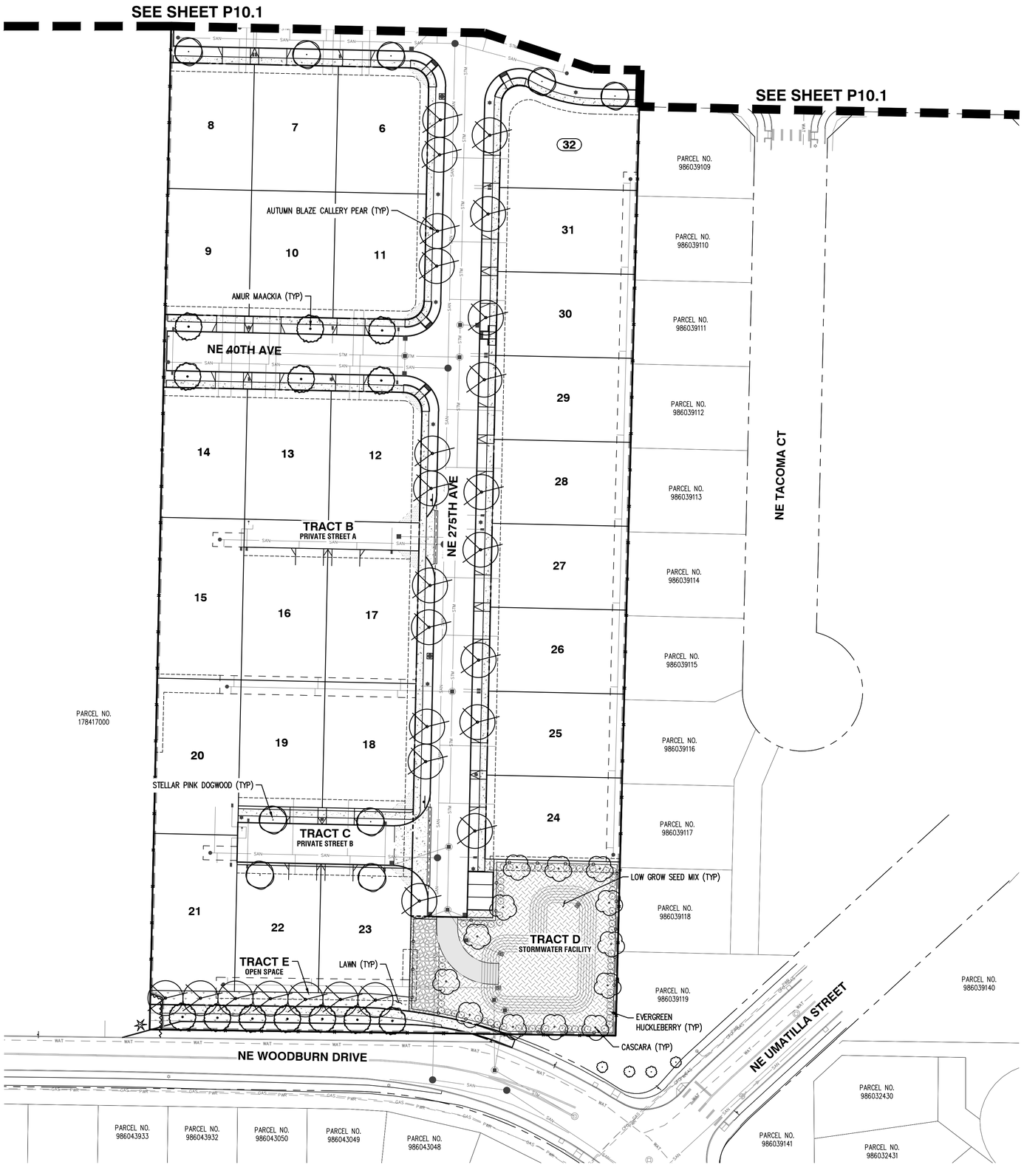
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

JOHN JAMES SHADDIX — STATE OF WASHINGTON — 51511 — NOT FOR CONSTRUCTION — REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P9.1

AKS DRAWING FILE: 12533 P9 STM.DWG | LAYOUT: P9.1



PRELIMINARY PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
TREES					
	12	CALOCEDRUS DECURRENS	INCENSE CEDAR	6' HT. B&B	AS SHOWN
	23	CORNUS X 'RUTGAN'	STELLAR PINK DOGWOOD	2" CAL. B&B	AS SHOWN
	33	MAACKIA AMURENSIS	AMUR MAACKIA	2" CAL. B&B	AS SHOWN
	4	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	6' HT. B&B	AS SHOWN
	27	PYRUS CALLERYANA 'AUTUMN BLAZE'	AUTUMN BLAZE CALLERY PEAR	2" CAL. B&B	AS SHOWN
	15	RHAMNUS PURSHIANA	CASCARA	2" CAL. B&B	AS SHOWN
	2	THUJA PLICATA 'EXCELSA'	EXCELSA WESTERN RED CEDAR	6' HT. B&B	AS SHOWN
SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
SHRUBS					
	6	MAHONIA AQUIFOLIUM	OREGON GRAPE	2 GAL. CONT.	48" o.c.
	72	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	2 GAL. CONT.	60" o.c.
GROUND COVERS					
	26,461 SF±	LAWN			
	12,542 SF±	LOW GROW SEED MIX			

TREE DENSITY CALCULATIONS

GROSS AREA:	6.98 AC
OPEN SPACE:	0.59 AC
EXCLUDED ROW AREA:	0.03 AC
NET AREA:	6.35 AC
TOTAL TREE UNITS REQUIRED (20/AC):	127
EXISTING TREES RETAINED/(TREE UNITS):	3/(11)
MINIMUM # OF TREES TO PLANT/(TREE UNITS):	116/(116)
PROPOSED # OF TREES TO PLANT:	116

GENERAL NOTE

REFER TO SHEET P10.1 FOR GENERAL LANDSCAPE NOTES.

N

SCALE: 1"= 40 FEET

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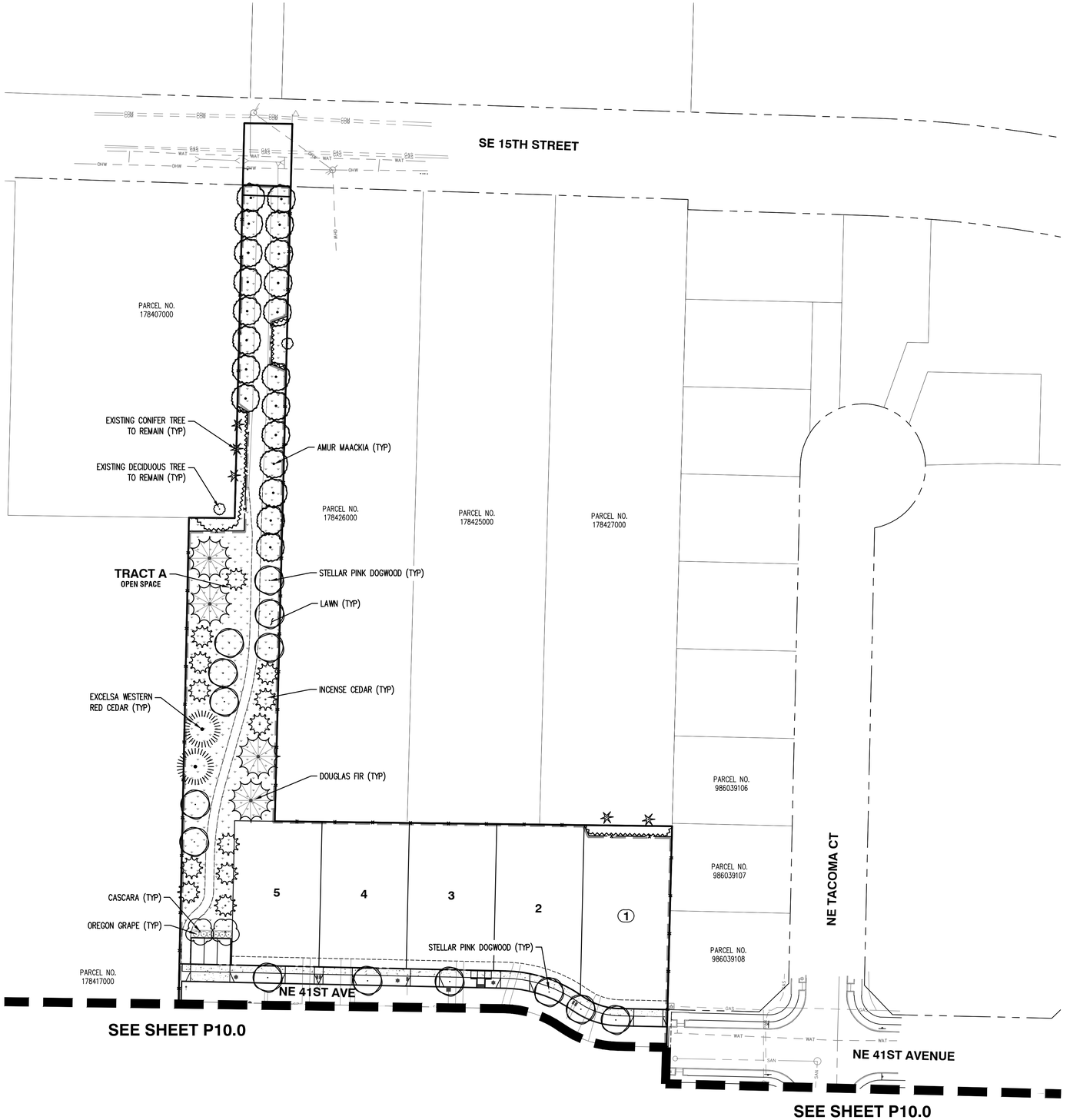
PRELIMINARY LANDSCAPE PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BALLOU
LICENSED LANDSCAPE ARCHITECT
EXP. 12/21/2026
PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	BNF
DRAWN BY:	BNF
CHECKED BY:	TEB

P10.0

AKS DRAWING FILE: 12533 P10 LANDLDWG | LAYOUT: P10.0



PRELIMINARY PLANT KEY

SYMBOL	BOTANICAL / COMMON NAME
TREES	
	CALOCEDRUS DECURRENS INCENSE CEDAR
	CORNUS X 'RUTGAN' STELLAR PINK DOGWOOD
	MAACKIA AMURENSIS AMUR MAACKIA
	PSEUDOTSUGA MENZIESII DOUGLAS FIR
	PYRUS CALLERYANA 'AUTUMN BLAZE' AUTUMN BLAZE CALLERY PEAR
	RHAMNUS PURSHIANA CASCARA
	THUJA PLICATA 'EXCELSA' EXCELSA WESTERN RED CEDAR
SHRUBS	
	MAHONIA AQUIFOLIUM OREGON GRAPE
	VACCINIUM OVATUM EVERGREEN HUCKLEBERRY
GROUND COVERS	
	LAWN
	LOW GROW SEED MIX

PRELIMINARY LANDSCAPE NOTES

1. LANDSCAPE PLAN IS PRELIMINARY AND INTENDED TO SHOW DESIGN INTENT ONLY. REVISIONS OR SUBSTITUTIONS, INCLUDING CHANGES TO PLANT LOCATION, QUANTITIES, TYPES, AND SIZES MAY BE NECESSARY PRIOR TO FINAL APPROVAL BASED ON PLANT AVAILABILITY, SITE CONDITIONS, UTILITY CONFLICTS, ETC. ALL SUBSTITUTIONS SHALL CONFORM TO CITY OF CAMAS LANDSCAPE DESIGN STANDARDS. STREET TREES WILL BE UPDATED TO AVOID FUTURE DRIVEWAY DROPS.
2. ALL PLANTS AND PLANTINGS SHALL CONFORM TO CITY OF CAMAS DESIGN STANDARDS AND TO AMERICAN NURSERY STANDARDS ANSI Z60.1. PLANT IN ACCORDANCE WITH ACCEPTED BEST-PRACTICE INDUSTRY STANDARDS SUCH AS THOSE ADOPTED BY THE WASHINGTON ASSOCIATION OF LANDSCAPE PROFESSIONALS (WALP).
3. CENTER TREES IN PLANTER STRIPS AND LANDSCAPE PLANTING BEDS WHERE POSSIBLE. KEEP OTHER TREE TRUNKS 3' O.C. MINIMUM FROM CURBS, SIDEWALKS, AND OTHER PAVING OR CENTERED IN PLANTING ISLAND. KEEP SHRUBS AND GROUNDCOVER A MINIMUM OF 24" O.C. FROM PAVING AND 3' O.C. FROM TREES. ADJUST PLANTINGS AS NECESSARY ON SITE TO AVOID CONFLICT WITH UTILITIES, HYDRANTS, DRIVE WAYS, LIGHT POLES, METERS, ETC..
4. HATCHED AREAS ARE MEANT TO CONVEY GENERAL PLANT LOCATION. PLANT COVERAGE, SPACING, AND LAYOUT SHALL BE CONSISTENT WITH THE SPACING LISTED IN THE PLANT LEGEND FOR FULL COVERAGE.
5. MULCH: APPLY 3" DEEP WELL-AGED MEDIUM GRIND OR SHREDDED DARK HEMLOCK BARK MULCH UNDER AND AROUND ALL TREES AND SHRUBS IN PLANTER STRIP AREAS NOT INCLUDED AS STORMWATER FACILITIES OR LAWN. WHERE TREES ARE IN LAWN AREAS, A MINIMUM 3' DIAMETER MULCH RING SHALL BE USED AROUND THE TREE TO PROTECT THE TRUNK FROM MOWER DAMAGE. CARE SHALL BE TAKEN TO AVOID COVERING FOLIAGE OR ROOT CROWNS OF PLANTS. PLANTS SHALL BE PLANTED AT A DEPTH TO ACCOMMODATE BARK MULCH APPLICATION.
6. IRRIGATION FOR HEALTHY PLANT ESTABLISHMENT AND SURVIVAL IS RECOMMENDED AND SHALL BE 'DESIGN-BUILD' BY LANDSCAPE CONTRACTOR.

N

SCALE: 1"= 40 FEET

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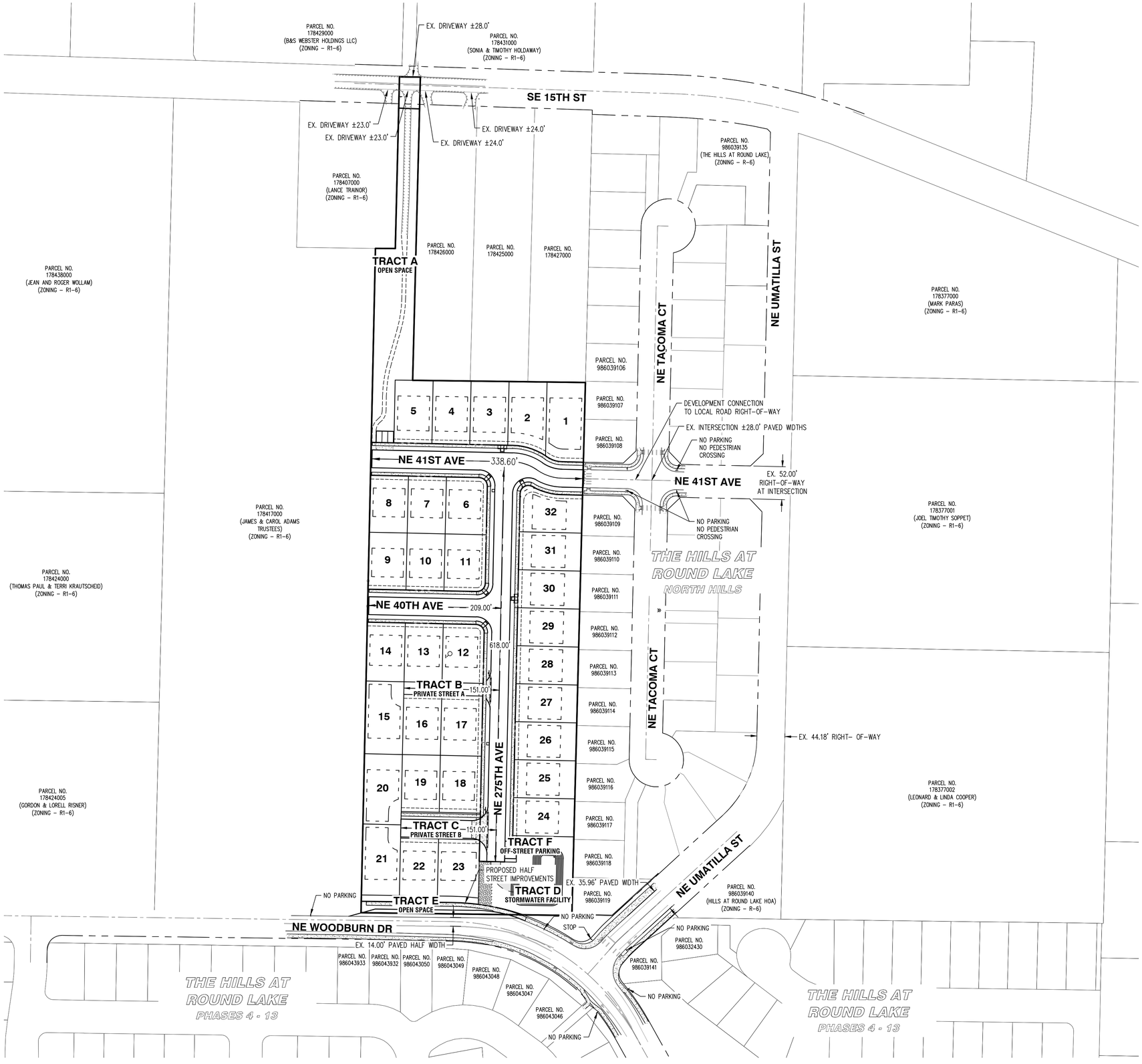
PRELIMINARY LANDSCAPE PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BARNES
LANDSCAPE ARCHITECT
PRELIMINARY NOT FOR CONSTRUCTION
EXP. 12/21/2026

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	BNF
DRAWN BY:	BNF
CHECKED BY:	TEB

P10.1

AKS DRAWING FILE: 12533 P10 LAND.DWG | LAYOUT: P10.1



GENERAL NOTES

1. SEE SHEET P7.0 TO P7.1 FOR PROPOSED ROADWAY DIMENSIONS AND TURNING RADII.

N

SCALE: 1" = 80 FEET

80 0 16 40 80

ORIGINAL PAGE SIZE: 22" x 34"

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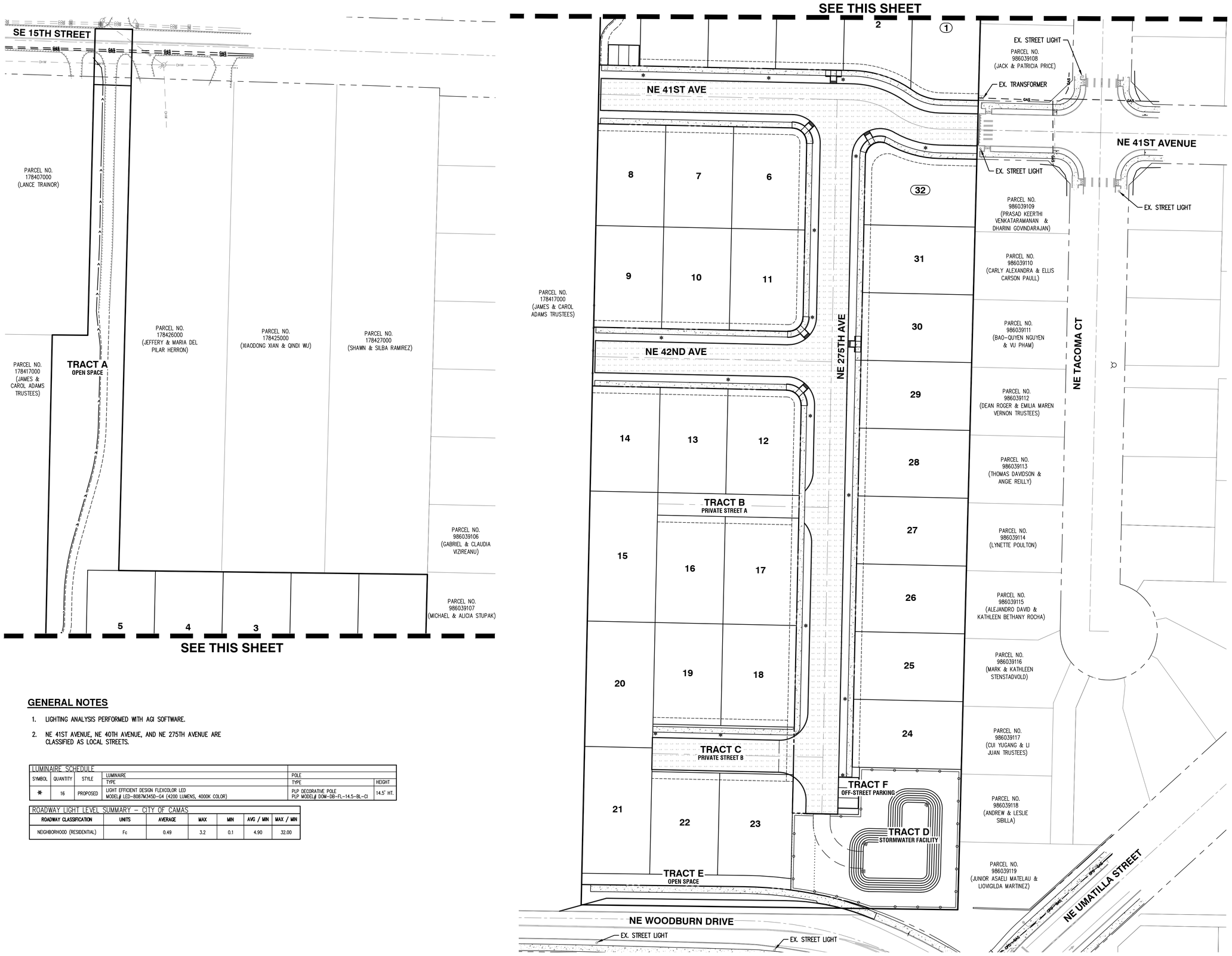
PRELIMINARY CIRCULATION PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION
EVAN JAMES SHACKLEFORD
STATE OF WASHINGTON
24021
REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P11.0

AKS DRAWING FILE: 12533 P11 CIRCLOWG | LAYOUT: P11.0



GENERAL NOTES

1. LIGHTING ANALYSIS PERFORMED WITH AGI SOFTWARE.
2. NE 41ST AVENUE, NE 40TH AVENUE, AND NE 275TH AVENUE ARE CLASSIFIED AS LOCAL STREETS.

LUMINAIRE SCHEDULE

SYMBOL	QUANTITY	STYLE	LUMINAIRE TYPE	POLE TYPE	POLE HEIGHT
✱	16	PROPOSED	LIGHT EFFICIENT DESIGN FLEXCOLOR LED MODEL# LED-8087M345D-G4 (4200 LUMENS, 4000K COLOR)	PLP DECORATIVE POLE PLP MODEL# DOM-DB-FL-14.5-BL-CI	14.5' HT.

ROADWAY LIGHT LEVEL SUMMARY – CITY OF CAMAS

ROADWAY CLASSIFICATION	UNITS	AVERAGE	MAX	MIN	AVG / MIN	MAX / MIN
NEIGHBORHOOD (RESIDENTIAL)	Fc	0.49	3.2	0.1	4.90	32.00

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PRELIMINARY STREET LIGHTING PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

JOHN JAMES SHAFFER — STATE OF WASHINGTON — 24331 — REGISTERED PROFESSIONAL ENGINEER — 1/30/26

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P12.0

AKS DRAWING FILE: 12533 P12 LIGHTING | LAYOUT: P12.0

10. Tree Report

Uhacz Subdivision
Preliminary Tree Report

Date: March 2026

Prepared For:
Stacey Shields
Romano Development, Inc.
4660 NE 77th Avenue, Suite 200
Vancouver, WA 98662

Prepared By: Bennett Kocsis, Certified Arborist

Site Information:
27429 SE 15th Street
Camas, WA 98607
Parcel #178413-000

AKS ENGINEERING & FORESTRY
9600 NE 126th Avenue, Suite 2520
Vancouver, WA 98682
(360) 882-0419

Table of Contents

Location **1**
General Site Notes **1**
On-Site Tree Condition **1**
Off-Site Trees **1**
Tree Density Calculations **1**
Designing for Tree Preservation **2**
Windthrow Potential **4**
Soils **5**
Tree Protection Plan **5**
Planting Plan **5**
Hazard Assessment **5**
Conclusion **5**

Technical Appendices

Appendix A: Detailed Tree Inventory Table
Appendix B: Tree Preservation and Removal Plan
Appendix C: Tree Planting Plan

Tables

Table 1: Summary of Tree Units **2**

Tree Report

UHACZ SUBDIVISION

CAMAS, WASHINGTON

Location

The project site is located at 27429 SE 15th Street, (Parcel Serial No. 178413-000) in the City of Camas, Clark County, Washington.

General Site Notes

This Tree Plan consists of a written report with tree density calculations, Site Plan, Tree Protection Plan, and Landscape Plan.

This report is for the net developable area (6.35 acres) of the proposed residential subdivision. The existing site is occupied by several structures and consists of open fields with several small stands of trees. The proposed development will result in 32 single-family residential lots with tracts set aside for open space, a stormwater facility, and parking. Tree protection will be established at the beginning of development and be maintained through the entire length of the development. See Appendix A for additional information regarding the described trees in the detailed tree inventory table. The site consists of 95 on-site and line trees over 6 inches in diameter. Due to the planned site development and high potential for extensive root impacts from site grading, 92 on-site trees are proposed for removal & 3 line trees are planned for retention.

On-Site Tree Condition

Two small stands of Douglas-fir in the middle of the property comprise most of the trees on site. A row of Leyland Cypress lines the site's southern border, and a variety of native and landscape trees are scattered across the rest of the property. The health and structure of on-site trees range from poor to good based on conditions observed during a site visit on February 11th, 2026. Tree removal was recommended based on location, root impact from development activities and higher likelihood of failure due to windthrow. Review of on-site trees was based on the site being fully developed and impacts to future site improvements.

Off-Site Trees

Most of the site is bordered by farmland or recent residential development and there are very few adjacent off-site trees. The few off-site trees that do exist can be found in the northeastern, northwestern, and southwestern corners of the property. Most off-site trees should be minimally impacted based on the location where development will happen. All off-site trees will be protected with tree protection measures as further described in this report and on the Preliminary Tree Preservation Plans (Appendix B).

Tree Density Calculations

The total site area is 6.98 acres with 0.63 acres set aside for open space and right-of-way which results in a net site area of 6.35 acres. Per Chapter 18.13.051 of the City of Camas municipal code, the City requires 20 tree units per acre or a total of 127 tree units (20*6.35 acres) for this site. Table 1 summarizes the tree units required, removed, retained, and proposed for the entire site. All trees, both retained and removed, are detailed on the Preliminary Tree Preservation and Removal Plans found in Appendix B and in the Detailed Tree Inventory found in Appendix A. The proposed trees are detailed within the Tree Planting Plan in Appendix C.

	Net Site Area (Acres)	Tree Units Required	Tree Units Existing	Tree Units Removed	Tree Units Retained	Proposed Tree Units	Total Tree Units
Overall	6.35	127	463	452	11	116	127

Table 1: Summary of Tree Units

Designing for Tree Preservation

Designing for tree preservation means that trees are considered an important project feature. The goal of tree preservation is to have trees remain safe assets to the site for years to come. Trees that are preserved must be carefully selected to make sure that they will survive the construction impacts, adapt to the new environment, and perform well in the new landscape. An assessment of suitability for preservation evaluates tree health, structure, age, and species factors. The consultant gathers information on the individual trees and makes recommendations as to which trees are suitable for preservation, and how much undisturbed space they will require. The consultant also provides specific guidelines regarding grading, drainage, trenching, protected areas, root pruning, etc.

Tree Characteristics and Their Suitability for Preservation:

Trees vary in their suitability for preservation both based on their inherent characteristics and their future response to construction impacts. Trees that are structurally unstable, in poor health, or are unlikely to survive construction impacts could be a dangerous liability to future neighborhoods. A good tree preservation plan will call for the pre-construction removal of trees likely to die or to become a tree with a higher than acceptable risk of failure after construction. The factors to be evaluated are:

Tree Health-Healthy, vigorous trees are more adaptable than non-vigorous trees to tolerate construction related stresses such as root removal, changes in grade, changes in soil moisture, and soil compaction. These healthy trees are also better able to adapt to the changed site conditions that occur after development.

Tree Structure-Trees with defects such as decayed wood, poor crown structure from past manual "topping" or natural broken tops, and co-dominant trunks with poor attachments are not suitable for preservation in areas where people or property could be injured or damaged. Such defects cannot be treated and may lead to failure.

Species-Although trees require protection to avoid injury, species vary widely in their ability to withstand damage and changes in their environment.

Tree Age-As a tree ages, its capacity to overcome injury, adapt to changes in its site environment, and to resist pests declines. For these reasons, mature and over-mature trees are less adaptable to tolerate construction impacts and remain assets than are young and semi-mature trees. Young vigorous trees are able to generate new tissue and adapt to a new environment better than old trees.

Tree Size/Height-Larger, taller trees are capable of hitting targets a greater distance away from the tree and cause greater damage. Taller trees also provide a larger wind "sail", catching more wind and being more prone to blowing down in a large storm. Coupling this "sail" effect with the structural weakening of root removal/disturbance can lead to a higher than acceptable windthrow risk.

Tree Location-The best candidates for preservation are single trees that developed as individual specimens, as they typically have uniform canopies and well tapered trunks. Trees that grow in groups do not function well as

individuals. They often have tall, poorly shaped trunks, irregularly shaped crowns, and are prone to failure and decline when their neighbors are removed.

The arboricultural consultant weighs each of the above factors and makes recommendations as to which trees are likely to thrive and be a long-term asset to the new development, as well as recommendations to remove those trees that will likely have an unacceptable risk of failure and become a liability in the new development.

Guidelines for the Area Required to Preserve a Tree:
In order to preserve a tree, an area around that tree must be protected to ensure that the tree is not physically damaged and that the roots are protected. A method to calculate this area, utilizes the diameter at breast height (DBH), species, and age. The DBH is multiplied by a factor (the factor is based on the tree age and the species tolerance for disturbance) from 0.5 feet radius to 1.5 feet radius (from the trunk-often 1 foot radius per inch DBH is used for an average), and this area is called the "Optimal Tree Protection Zone". The general guidelines for preservation are that you do not want to disturb more than 1/3 of this area, but that with healthy vigorous trees, up to 50% of the area could be disturbed. In addition to these percentages, excavation should not take place within 10 feet of the base of a tree to avoid the loss of structural roots.

How to Preserve Trees During Construction:
The portion of the "Optimal Tree Protection Zone" that is being protected must be fenced off (with a "substantial" fence). Within this area, no soil disturbance, including stripping is permitted. The natural grade is to be maintained, and no storage or dumping of materials, parking, etc. will be allowed within this zone without the approval of the arboricultural consultant. This tree protection fence should remain in place through the construction of the dwellings.

Excavation Within the "Optimal Tree Protection Zone":
Where there is excavation proposed within an "Optimal Tree Protection Zone" (outside of the protected zone fenced off above), it will be important for the contractor to prune the roots along the excavation lines. These roots should be pruned in the following manner:

- Excavation in the top 24" of the soil in the critical root zone area should begin at the excavation line that is closest to the tree.
- The excavation should be done by hand/shovel or with a backhoe and a man with a shovel, pruning shears and a pruning saw.
- If done by hand all roots 1" or larger should be pruned at the excavation line.
- If done with a backhoe (most likely scenario) then the operator needs to start the cut at the excavation line and carefully "feel" for roots/resistance. When there is resistance, the man with the shovel hand digs around the roots and prunes the roots larger than 1" diameter.
- The backhoe is to remain off of the tree roots to be saved at all times.
- The work will be done under the supervision of the Project Consulting Arborist.

The above system works well and can be done quickly. The key is to avoid pulling on the roots larger than 1" diameter, potentially resulting in damage to roots between the excavation line and the tree.

How Trees Die:
Natural tree death is frequently a slow and complex process generally with a gradual decline involving a number of factors. Most trees die from one of three causes: (1) structural failure, (2) environmental degradation, or (3) pest infestation. Generally, trees die from a combination of factors. Trees weakened by changes in their environment (such as construction impacts) become more susceptible to infestation by disease and insects. Most individual trees survive for only a fraction of the potential lifespan of the species. Soil compaction, changes

in grade, mechanical injury, changes in the environment around the tree, and changes in drainage may not kill the tree themselves, but they may weaken the tree to a point that death occurs by another cause. Prevention of stress and the maintenance of health are the key elements of tree longevity.

What is "Tree Topping" and How Does It Damage a Tree?
Tree Topping is a pruning technique to reduce the height by cutting the central leader. This method of pruning is very detrimental to trees and not considered a good practice. Trees are generally topped by unknowledgeable pruners in order to lower the height of the tree and minimize the chance of windthrow by reducing the tree's wind profile. The large stub of a topped tree has a difficult time forming callus over the wound. The terminal location of these cuts, as well as their large diameter, prevents the tree's chemically based natural defense system from doing its job. The stubs are highly vulnerable to both insect invasion and the spores of decay fungi. If decay is already present, topping will speed the spread of the disease. The tree reacts to the topping cut by producing multiple shoots below the cut. These shoots develop from buds near the surface of the topping cut. Unlike normal branches that develop in a socket of overlapping wood tissues, these new shoots are anchored only in the outermost layers of the bole. These new shoots grow quickly, and are prone to breaking, especially during windy conditions. For all of these reasons, trees that have been topped pose a danger to life and safety and are recommended for removal.

Development Impacts Affecting Preserved Trees:
Construction of the site improvements generally consists of cut and fills (grading), construction of retaining walls, trenching for the wet and dry utilities, coring of roads and placement of aggregate and pavement. During this work, adjacent soil areas outside of the grading can be compacted by heavy equipment driving over it. The grading and placement of utility trenches (and subsequent pipe bedding), and retaining walls can also affect the local water table.

Construction of the buildings and landscaping requires foundation placement, pruning of trees near the buildings under construction, and the installation of lawn irrigation systems. During this work, adjacent soil areas outside of the work area can be compacted by equipment driving over it.

Impacts during development may require the removal of additional trees shown to be preserved on the Tree Protection Plan (Appendix B).

Future Condition of Trees on the Site:
The characteristics of the individual tree are a guide to how well that tree will respond to site disturbance. Larger trees have correspondingly larger root zones. Older trees are less resilient to disturbance. Unhealthy trees are less resilient to disturbance than healthy trees.

Development of this site will result in a large area of disturbance. The disturbance to the on-site trees will occur during the site grading. The trees planned for retention are relatively healthy, but proper protection methods should be followed per this document to provide the greatest opportunity for survival following development.

Windthrow Potential

The trees on-site have been evaluated for windthrow based on factors including, but not limited to soil conditions, tree health, tree structure, prevailing wind direction, and past evidence of wind damage. Windthrow is defined as full tree failure in the form of trunk breakage or root ball overturning. It should be understood that proposed retained trees are still susceptible to partial tree failure from wind exposure.

Refer to the tree inventory table in Appendix A for specific tree conditions at risk of single part failure and recommendations for risk reduction as well as a windthrow rating. A windthrow rating of A, B or C was assigned to each tree that was evaluated; with A being the least windthrow resistant, B being more windthrow resistant than A, and C being the most windthrow resistant. The trees planned for retention have been selected because of their good taper, overall structure, health, and location to site impacts. Existing wind conditions of the site are relatively high with prevailing winds coming from the south and southwest. The windthrow potential of the site, post construction, should remain similar to the existing site conditions.

Soils

Soils on-site are comprised of Hesson Clay Loam, Olympic Clay Loam, and Olympic Stony Clay Loam, with slopes ranging from 0 to 30 percent. These soils are described as deep and well-drained per the USDA Natural Resources Conservation Service's Web Soil Survey. However, a geotechnical investigation was completed on the project site by Columbia West Engineering, Inc., and found that the soils on-site have poor drainage and negligible stormwater infiltration. See the preliminary project TIR for more information. Given the reduced soil permeability, impacts to the trees' root systems are more critically detrimental to the health of the trees.

Tree Protection Plan

See the plans found in Appendix B.

Planting Plan

44 street trees and 72 site trees are proposed to be planted to meet landscape requirements. The total number of trees to be planted will be 116, which, when added to the 11 tree units being retained, results in 127 tree units and meets the tree density requirement of 127 tree units. If later determined necessary, Per Section 18.13.050 of Chapter 18 of the City of Camas Municipal Code, replacement trees shall optimize tree diversity by including a minimum of 60% native species and at least 50% evergreen. For this site, the required deciduous tree needs to be 2" or greater while a conifer tree needs to be a minimum of 5' tall. See Appendix C for the Tree Planting Plan.

Hazard Assessment

Hazard assessment of on-site trees was not performed for each tree during the initial arborist site assessment. However, general hazards may have been identified and reported in the Tree Inventory Table (Appendix A) as they were encountered during the site visit. Once development activities are complete, a hazard assessment is recommended on retained trees to review previously unseen defects or damages done to retained trees during land clearing and development activities. At that time, additional tree removal may be necessary for hazard abatement. If additional tree removal is necessary, an analysis will be submitted to the city to show that code will be met with any additional tree removal.

Conclusion

The development of the 6.35-acre site proposes to remove 92 on-site trees. Of the existing trees, 3 line trees and all off-site trees will be retained. 44 street trees and 72 site trees will be planted to meet landscape requirements. This tree report is only for the overall site development activities and tree protection measures outlined on the Tree Preservation Plan and for the protection of the existing trees from the overall proposed development. This does not include the construction of building foundations for each lot.

Arborist Disclosure Statement

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the health of trees, and attempt to reduce the risk of living near trees. The Client and Jurisdiction may choose to accept or disregard the recommendations of the arborist, or seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like medicine, cannot be guaranteed.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.



Appendix A: Detailed Tree Inventory Table

Detailed Tree Inventory for Uhacz Subdivision

AKS Job No. 12533 - Evaluation Date: 2/11/2026 - Evaluated By: BRK

Tree #	DBH (in.)	Tree Species Common Name (*Scientific name*)	Tree Units Initial	Condition/Comments	Windthrow Rating	Reason for Removal	Tree Units Retained
10001	35	Douglas-fir (*Pseudotsuga menziesii*)	0	OFFSITE; Evaluated from behind a fence; Crooked bole; Some dieback; Low vigor	B	Preserve	0
10702	5	Cherry (*Prunus spp.*)	0	OFFSITE; Good condition	C	Preserve	0
10703	6	Cherry (*Prunus spp.*)	0	OFFSITE; Good condition	C	Preserve	0
10704	5	Cherry (*Prunus spp.*)	0	OFFSITE; Good condition	C	Preserve	0
10705	4	Cherry (*Prunus spp.*)	0	OFFSITE; Good condition	C	Preserve	0
10912	7, 9	Leyland Cypress (*Cupressus × leylandii*)	2	Codominant stems	B	Direct conflict with stormwater facility grading	0
10913	8, 12	Leyland Cypress (*Cupressus × leylandii*)	3	Codominant stems	B	Direct conflict with stormwater facility grading	0
10914	8, 8, 9, 9	Leyland Cypress (*Cupressus × leylandii*)	5	Codominant stems	B	Direct conflict with stormwater facility grading	0
10915	14	Leyland Cypress (*Cupressus × leylandii*)	3	Good condition	C	Direct conflict with stormwater facility grading	0
10916	12	Leyland Cypress (*Cupressus × leylandii*)	2	Good condition	C	Direct conflict with stormwater facility grading	0
10917	14	Leyland Cypress (*Cupressus × leylandii*)	3	Good condition	C	Direct conflict with stormwater facility grading	0
10918	9	Sweet Cherry (*Prunus avium*)	2	Codominant stems; Sparse canopy	B	Direct conflict with stormwater facility grading	0
10919	6, 6, 6, 6, 6	English Holly (*Ilex aquifolium*)	3	Codominant stems	B	Direct conflict with stormwater facility grading	0
10920	14	Douglas-fir (*Pseudotsuga menziesii*)	3	Good condition	C	Direct conflict with stormwater facility grading	0
10930	14	Leyland Cypress (*Cupressus × leylandii*)	3	Good condition	C	Direct conflict with R.O.W. improvements	0
10931	6, 6, 8	Leyland Cypress (*Cupressus × leylandii*)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10932	6, 9, 10	Leyland Cypress (*Cupressus × leylandii*)	4	Good condition	C	Direct conflict with R.O.W. improvements	0
10933	6, 11	Leyland Cypress (*Cupressus × leylandii*)	3	Good condition	C	Direct conflict with R.O.W. improvements	0
10934	10	Leyland Cypress (*Cupressus × leylandii*)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10935	8, 10	Leyland Cypress (*Cupressus × leylandii*)	3	codominant stems	B	Direct conflict with R.O.W. improvements	0
10936	12	Leyland Cypress (*Cupressus × leylandii*)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10937	10	Leyland Cypress (*Cupressus × leylandii*)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10938	6, 6, 6, 7	Leyland Cypress (*Cupressus × leylandii*)	3	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10939	6, 8	Leyland Cypress (*Cupressus × leylandii*)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10940	6, 6, 8	Leyland Cypress (*Cupressus × leylandii*)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10941	6, 7, 14	Leyland Cypress (*Cupressus × leylandii*)	5	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10942	7, 9	Leyland Cypress (*Cupressus × leylandii*)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10943	6, 8, 14	Leyland Cypress (*Cupressus × leylandii*)	5	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10944	10	Leyland Cypress (*Cupressus × leylandii*)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10945	9, 9	Leyland Cypress (*Cupressus × leylandii*)	3	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10946	6, 9	Leyland Cypress (*Cupressus × leylandii*)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10947	11	Leyland Cypress (*Cupressus × leylandii*)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10948	6, 6, 7	Willow (*Salix spp.*)	2	Dead and broken limbs	B	Within building setback	0
10949	33	Douglas-fir (*Pseudotsuga menziesii*)	13	Cavity; Epicormic sprouts; Asymmetrical canopy (W)	B	Direct conflict with site grading	0
10950	29	Douglas-fir (*Pseudotsuga menziesii*)	11	Some dieback; Asymmetrical canopy (W)	B	Direct conflict with site grading	0
10951	13	Douglas-fir (*Pseudotsuga menziesii*)	3	Suppressed	B	Direct conflict with site grading	0
10952	29	Douglas-fir (*Pseudotsuga menziesii*)	11	Slight lean (S); Asymmetrical canopy (S)	B	Direct conflict with site grading	0
10953	27	Douglas-fir (*Pseudotsuga menziesii*)	10	Dieback throughout canopy; Low vigor	B	Direct conflict with site grading	0
10954	28	Douglas-fir (*Pseudotsuga menziesii*)	10	Good condition	C	Direct conflict with site grading	0
10955	18	Douglas-fir (*Pseudotsuga menziesii*)	5	Sweep (S); Codominant top	B	Direct conflict with site grading	0
10956	8	Douglas-fir (*Pseudotsuga menziesii*)	2	Sweep (E)	B	Direct conflict with site grading	0
10957	18	Douglas-fir (*Pseudotsuga menziesii*)	5	Good condition	C	Direct conflict with site grading	0
10958	32	Douglas-fir (*Pseudotsuga menziesii*)	12	Good condition	C	Within building setback	0
10959	21	Douglas-fir (*Pseudotsuga menziesii*)	7	Good condition	C	Within building setback	0
10960	25	Douglas-fir (*Pseudotsuga menziesii*)	9	Good condition	C	Within building setback	0

Detailed Tree Inventory for Uhacz Subdivision

AKS Job No. 12533 - Evaluation Date: 2/11/2026 - Evaluated By: BRK

Tree #	DBH (in.)	Tree Species Common Name (*Scientific name*)	Tree Units Initial	Condition/Comments	Windthrow Rating	Reason for Removal	Tree Units Retained
10961	28	Douglas-fir (*Pseudotsuga menziesii*)	10	Good condition	C	Within building setback	0
10962	30	Douglas-fir (*Pseudotsuga menziesii*)	11	Good condition	C	Direct conflict with site grading	0
10963	14	Douglas-fir (*Pseudotsuga menziesii*)	3	Suppressed	B	Direct conflict with site grading	0
10964	14	Douglas-fir (*Pseudotsuga menziesii*)	3	Suppressed	B	Direct conflict with site grading	0
10992	6, 6	English Holly (*Ilex aquifolium*)	2	Codominant stems; Low vigor	B	Direct conflict with site grading	0
10993	6, 7	Willow (*Salix spp.*)	2	Lean (S); Dead branches; Codominant stems	B	Direct conflict with site grading	0
10994	7, 7, 8	Willow (*Salix spp.*)	3	Lean (S); Dead branches; Codominant stems	B	Direct conflict with site grading	0
10995	6, 6	Willow (*Salix spp.*)	2	Lean (S); Dead branches; Codominant stems	B	Direct conflict with site grading	0
11057	6, 8, 8	Cherry (*Prunus spp.*)	3	Dead branches; Codominant stems	B	Within building setback	0
11058	7	Douglas-fir (*Pseudotsuga menziesii*)	2	Good condition	C	Within building setback	0
11059	6	Arborvitae (*Thuja occidentalis*)	2	Good condition	C	Direct conflict with site grading	0
11238	10, 10	Apple (*Malus domesitca*)	3	One codominant stem broken with decay; Cavities	B	Within building setback	0
11247	10, 14	European Mountain-ash (*Sorbus aucuparia*)	5	Some sapsucker bore holes; Good condition	C	Direct conflict with road construction	0
11249	6, 8	Oregon Ash (*Fraxinus latifolia*)	2	Good condition	C	Direct conflict with site grading	0
11250	19,17	Oregon Ash (*Fraxinus latifolia*)	9	Good condition	C	Direct conflict with site grading	0
11251	6, 10, 12	Sweet Cherry (*Prunus avium*)	5	Codominant base with included bark; Broken leader with decay	B	Within building setback	0
11260	20	Douglas-fir (*Pseudotsuga menziesii*)	6	Epicormic sprouting	B	Direct conflict with storm utilities	0
11261	21	Douglas-fir (*Pseudotsuga menziesii*)	7	Good condition	C	Within building setback	0
11262	22	Douglas-fir (*Pseudotsuga menziesii*)	7	Good condition	C	Within building setback	0
11263	8, 8, 10	Bigleaf Maple (*Acer macrophyllum*)	4	Stems growing from uprooted tree	A	Within building setback	0
11264	21	Douglas-fir (*Pseudotsuga menziesii*)	7	Good condition	C	Within building setback	0
11265	26	Douglas-fir (*Pseudotsuga menziesii*)	9	Good condition	C	Within building setback	0
11266	8	Douglas-fir (*Pseudotsuga menziesii*)	2	Suppressed	B	Within building setback	0
11267	18	Douglas-fir (*Pseudotsuga menziesii*)	5	Good condition	C	Within building setback	0
11268	16	Douglas-fir (*Pseudotsuga menziesii*)	4	Good condition	C	Within building setback	0
11269	24	Douglas-fir (*Pseudotsuga menziesii*)	8	Good condition	C	Within building setback	0
11270	18	Douglas-fir (*Pseudotsuga menziesii*)	5	Good condition	C	Direct conflict with site grading	0
11271	18	Douglas-fir (*Pseudotsuga menziesii*)	5	Good condition	C	Direct conflict with site grading	0
11272	38	Douglas-fir (*Pseudotsuga menziesii*)	15	Good condition	C	Direct conflict with site grading	0
11273	24, 24	Douglas-fir (*Pseudotsuga menziesii*)	13	Codominant base; Broken top on one stem; Low vigor	B	Direct conflict with site grading	0
11274	15	Oregon Ash (*Fraxinus latifolia*)	4	Lean (S); Broken leader	B	Direct conflict with site grading	0
11275	24	Douglas-fir (*Pseudotsuga menziesii*)	8	Good condition	C	Direct conflict with site grading	0
11276	24	Douglas-fir (*Pseudotsuga menziesii*)	8	Good condition	C	Direct conflict with site grading	0
11277	26	Douglas-fir (*Pseudotsuga menziesii*)	9	Good condition	C	Direct conflict with site grading	0
11278	10	Douglas-fir (*Pseudotsuga menziesii*)	2	Suppressed	B	Within building setback	0
11279	18	Douglas-fir (*Pseudotsuga menziesii*)	5	Good condition	C	Within building setback	0
11280	24	Douglas-fir (*Pseudotsuga menziesii*)	8	Good condition	C	Within building setback	0
11281	24	Douglas-fir (*Pseudotsuga menziesii*)	8	Good condition	C	Within building setback	0
11282	18	Bigleaf Maple (*Acer macrophyllum*)	5	Good condition	C	Within building setback	0
11288	6, 8	Cherry (*Prunus spp.*)	2	Good condition	C	Direct conflict with site grading	0
11292	10	Oregon Ash (*Fraxinus latifolia*)	2	Good condition	C	Within building setback	0
11301	40	Douglas-fir (*Pseudotsuga menziesii*)	16	Dieback; Epicormic sprouting; Sparse canopy	B	Direct conflict with site grading	0
11302	11	Douglas-fir (*Pseudotsuga menziesii*)	2	Suppressed	B	Direct conflict with site grading	0
11303	26	Douglas-fir (*Pseudotsuga menziesii*)	9	Dieback; Epicormic sprouting; Sparse canopy	B	Direct conflict with storm utilities	0
11304	11	Douglas-fir (*Pseudotsuga menziesii*)	2	Suppressed	B	Direct conflict with site grading	0

Detailed Tree Inventory for Uhacz Subdivision

AKS Job No. 12533 - Evaluation Date: 2/11/2026 - Evaluated By: BRK

Tree #	DBH (in.)	Tree Species Common Name (*Scientific name*)	Tree Units Initial	Condition/Comments	Windthrow Rating	Reason for Removal	Tree Units Retained
11415	13	English Walnut (*Juglans regia*)	3	Good condition	C	Direct conflict with path grading	0
11435	14	English Walnut (*Juglans regia*)	3	Good condition	C	Direct conflict with path grading	0
11436	6	Apple (*Malus domesitca*)	2	Good condition	C	Direct conflict with path	0
11471	17	Bigleaf Maple (*Acer macrophyllum*)	5	LINE TREE; Sweep (W); Good condition	C	Preserve	5
11481	6, 6	English Hawthorn (*Crataegus monogyna*)	2	Codominant stems	B	Direct conflict with path grading	0
11495	9, 12	Douglas-fir (*Pseudotsuga menziesii*)	0	OFFSITE; Codominant base with included bark	B	Preserve	0
11496	15	Douglas-fir (*Pseudotsuga menziesii*)	4	LINE TREE; Good Condition	C	Preserve	4
11499	12	Douglas-fir (*Pseudotsuga menziesii*)	2	LINE TREE; Good Condition	C	Preserve	2
11927	6, 6	Flowering Dogwood (*Cornus florida*)	2	Lean (E)	B	Direct conflict with site grading	0
11928	16	White Spruce (*Picea glauca*)	0	OFFSITE; evaluated from behind a fence; Good condition	C	Preserve	0
11929	17	White Spruce (*Picea glauca*)	0	OFFSITE; evaluated from behind a fence; Good condition	C	Preserve	0
11930	18	Apple (*Malus domesitca*)	0	OFFSITE; Broken leaders; Epicormic limbs; Decay	B	Preserve	0
50000	13,13	Oregon Ash (*Fraxinus latifolia*)	5	Codominant with included bark	B	Within building setback	0
50001	18,8	Oregon Ash (*Fraxinus latifolia*)	6	Good condition	C	Direct conflict with site grading	0

Total # of Existing Trees Inventoried = 104

Net Site Area = 6.35

Total # of Existing Onsite & Line Trees = 95
- **Total Onsite Existing Tree Units = 463**
- **Total # of Onsite & Line Trees Retained = 3**
- **Total # of Tree Units Retained = 11**

Minimum Tree Units Required per City Code = 127
- *(6.35 acres * 20 trees/acre)*
- **Minimum # Trees to Replant = 116**

Total # of Existing Trees Removed = 92
- **Total Existing Tree Units Removed = 452**

Windthrow Rating

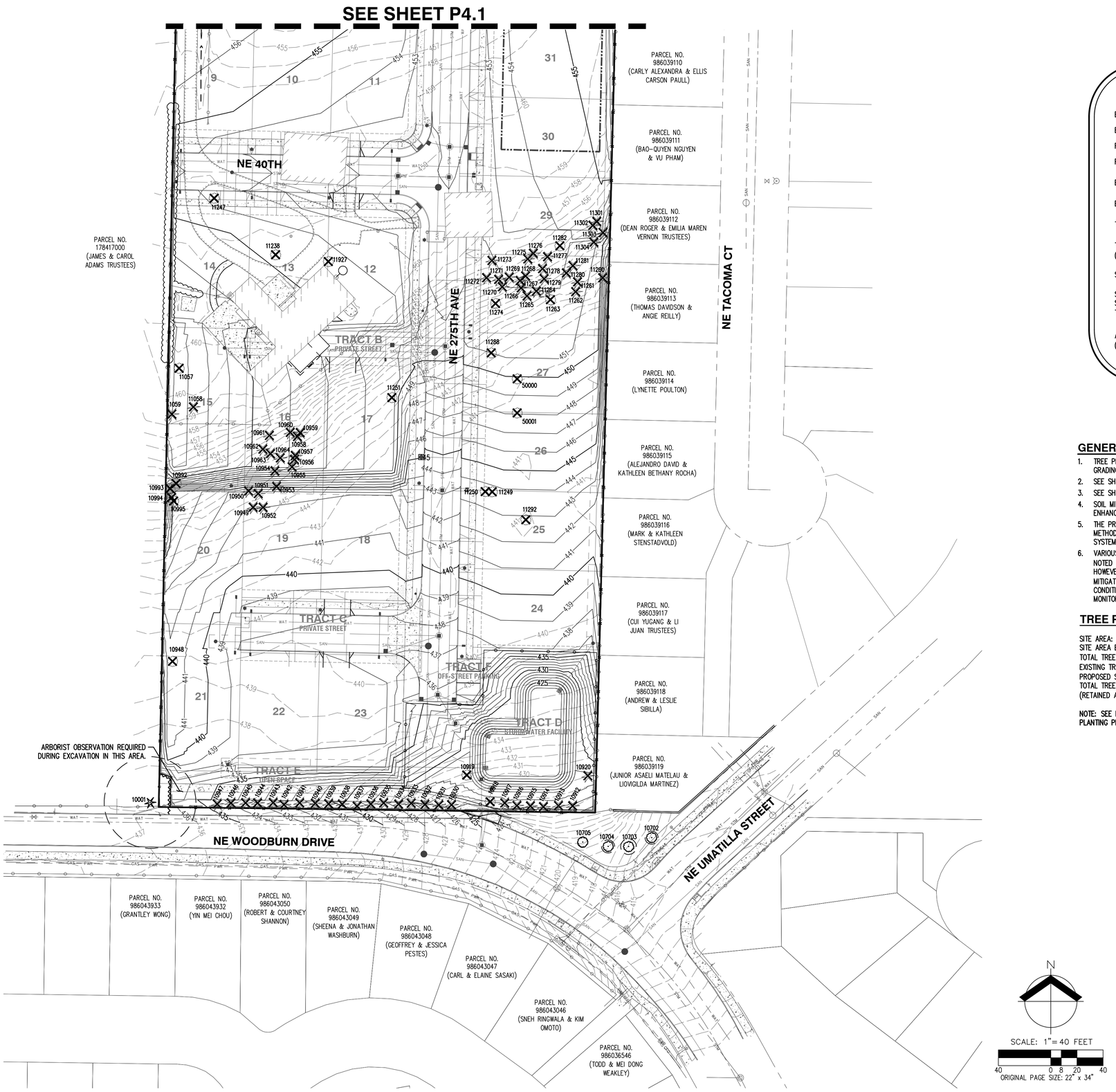
A=Least windthrow resistant
B=Moderate windthrow resistant
C=Most windthrow resistant

Arborist Disclosure Statement:

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the health of trees, and attempt to reduce the risk of living near trees. The Client and Jurisdiction may choose to accept or disregard the recommendations of the arborist, or seek additional advice. Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like medicine, cannot be guaranteed. Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees. Neither this author nor AKS Engineering & Forestry, LLC have assumed any responsibility for liability associated with the trees on or adjacent to this site.

At the completion of construction, all trees should once again be reviewed. Land clearing and removal of adjacent trees can expose previously unseen defects and otherwise healthy trees can be damaged during construction.

Appendix B: Tree Preservation and Removal Plan



LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 149
- EXISTING GROUND CONTOUR (5 FT) — 150
- FINISHED GRADE CONTOUR (1 FT) — 149
- FINISHED GRADE CONTOUR (5 FT) — 150
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE
- TREE REMOVAL
- TREE PROTECTION/CONSTRUCTION FENCE (TREE PROTECTION AREA)
- SEDIMENT FENCE — x — x —
- STRAW WATTLE (TO BE USED IN LIEU OF SEDIMENT FENCE WITHIN ROOT ZONES OF TREES TO BE PRESERVED) — xxx — xxx —
- ASSUMED TREE ROOT ZONE (1-FT RADIUS PER 1-IN OF DBH)

GENERAL NOTES

1. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO DEMOLITION AND SITE GRADING ACTIVITIES. SEE DETAIL ON 4.2 SHEET.
2. SEE SHEET 4.2 FOR TREE INVENTORY.
3. SEE SHEET 4.1 FOR TREE PROTECTION NOTES.
4. SOIL MITIGATION AND ENHANCEMENT MAY BE NECESSARY POST CONSTRUCTION TO ENHANCE COMPACTED SOILS AROUND TREE BASE AND ENCOURAGE TREE HEALTH.
5. THE PROJECT ARBORIST MAY REQUIRE ALTERNATIVE CONSTRUCTION MATERIALS OR METHODS DURING CONSTRUCTION TO PROTECT AND AVOID REMOVAL OF SOME ROOT SYSTEMS.
6. VARIOUS TREES EXHIBIT FORMS OF HEALTH CONCERNS OR STRUCTURAL DEFECTS, AS NOTED IN THE TREE TABLE (SHEET 4.2), THAT CURRENTLY PRESENT MINIMAL CONCERNS; HOWEVER, IT IS RECOMMENDED TO MONITOR THESE TREES OVER TIME AS ADDITIONAL MITIGATION OPTIONS MAY BE WARRANTED IF THE HEALTH AND/OR STRUCTURAL CONDITIONS WORSEN. WE RECOMMEND USING A CERTIFIED ARBORIST FOR FUTURE MONITORING.

TREE PLAN

SITE AREA:	6.98 AC
SITE AREA EXCLUDING OPEN SPACE:	6.35 AC
TOTAL TREE UNITS REQUIRED (6.35AC X 20):	127
EXISTING TREES RETAINED/(TREE UNITS):	3/(11)
PROPOSED SITE TREES/(TREE UNITS):	116/(116)
TOTAL TREE UNITS: (RETAINED AND PROPOSED)	127

NOTE: SEE LANDSCAPING PLAN (P10.0–10.1) FOR PROPOSED TREE PLANTING PLAN

N

SCALE: 1" = 40 FEET

40 0 8 20 40

ORIGINAL PAGE SIZE: 22" x 34"

CERTIFIED ARBORIST ISA

PRELIMINARY NOT FOR CONSTRUCTION

BENNETT R. KOCSIS
CERTIFICATE NUMBER: PN 8877A
EXPIRATION DATE: 12/31/2028

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN

UHACZ SUBDIVISION

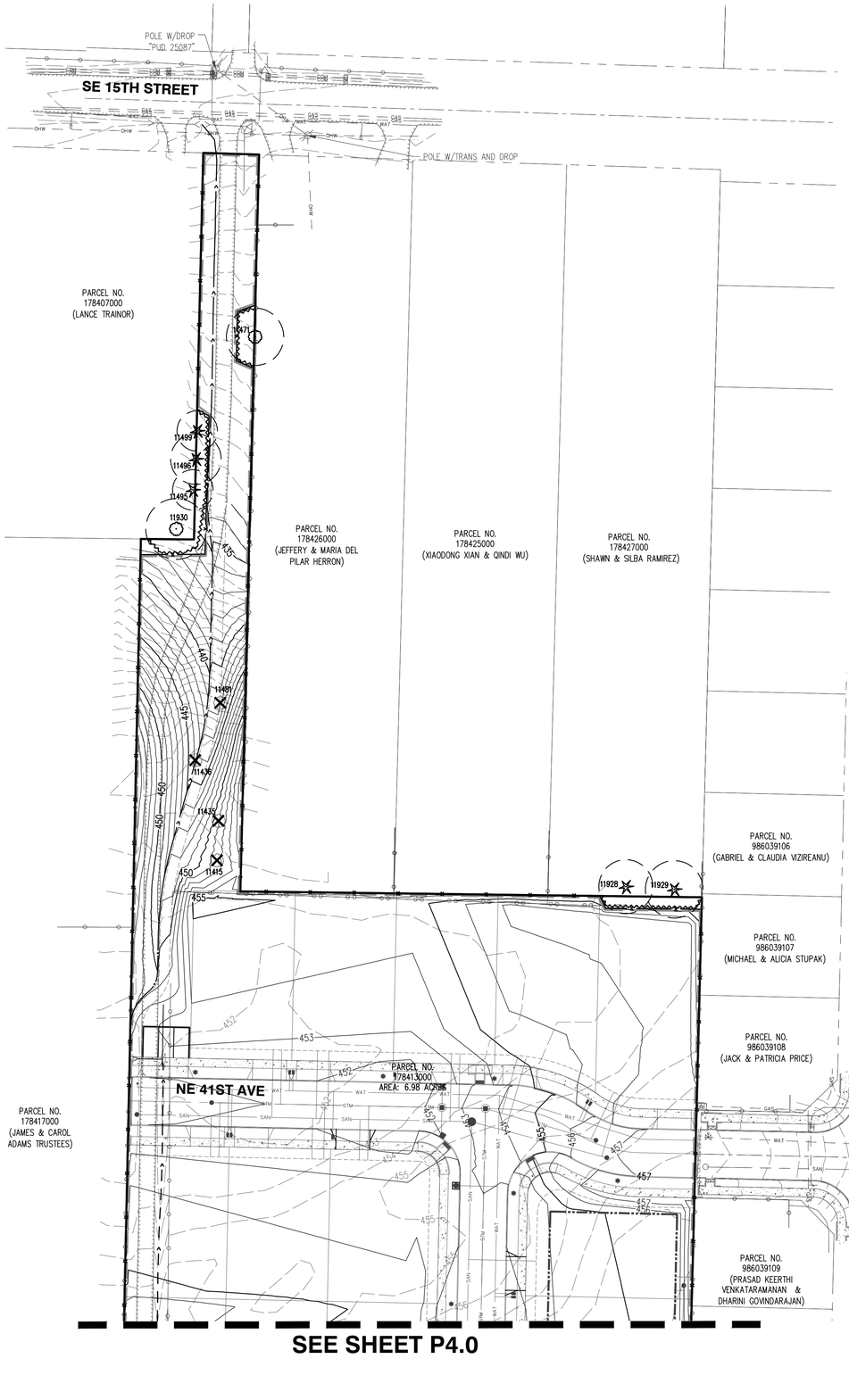
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	3/5/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	JMM

P4.0

AKS DRAWING FILE: 12533 P4 TREE.DWG | LAYOUT: P4.0



LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 149 —
- EXISTING GROUND CONTOUR (5 FT) — 150 —
- FINISHED GRADE CONTOUR (1 FT) — 149 —
- FINISHED GRADE CONTOUR (5 FT) — 150 —
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE
- TREE REMOVAL
- TREE PROTECTION/CONSTRUCTION FENCE (TREE PROTECTION AREA)
- SEDIMENT FENCE — x — x —
- STRAW WATTLE (TO BE USED IN LIEU OF SEDIMENT FENCE WITHIN ROOT ZONES OF TREES TO BE PRESERVED) — xxx — xxx —
- ASSUMED TREE ROOT ZONE (1–FT RADIUS PER 1–IN OF DBH)

GENERAL NOTES

1. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO DEMOLITION AND SITE GRADING ACTIVITIES. SEE DETAIL ON 4.2 SHEET.
2. SEE SHEET 4.2 FOR TREE INVENTORY.
3. SEE SHEET 4.1 FOR TREE PROTECTION NOTES.
4. SOIL MITIGATION AND ENHANCEMENT MAY BE NECESSARY POST CONSTRUCTION TO ENHANCE COMPACTED SOILS AROUND TREE BASE AND ENCOURAGE TREE HEALTH.
5. THE PROJECT ARBORIST MAY REQUIRE ALTERNATIVE CONSTRUCTION MATERIALS OR METHODS DURING CONSTRUCTION TO PROTECT AND AVOID REMOVAL OF SOME ROOT SYSTEMS.
6. VARIOUS TREES EXHIBIT FORMS OF HEALTH CONCERNS OR STRUCTURAL DEFECTS, AS NOTED IN THE TREE TABLE (SHEET 4.2), THAT CURRENTLY PRESENT MINIMAL CONCERNS; HOWEVER, IT IS RECOMMENDED TO MONITOR THESE TREES OVER TIME AS ADDITIONAL MITIGATION OPTIONS MAY BE WARRANTED IF THE HEALTH AND/OR STRUCTURAL CONDITIONS WORSEN. WE RECOMMEND USING A CERTIFIED ARBORIST FOR FUTURE MONITORING.

TREE PLAN

SITE AREA:	6.98 AC
SITE AREA EXCLUDING OPEN SPACE:	6.35 AC
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NOTE: SEE LANDSCAPING PLAN (P10.0–10.1) FOR PROPOSED TREE PLANTING PLAN

N

SCALE: 1" = 40 FEET

40 0 8 20 40

ORIGINAL PAGE SIZE: 22" x 34"

TREE PROTECTION NOTES

A. PLACING MATERIALS NEAR TREES – NO PERSON MAY CONDUCT ANY ACTIVITY WITHIN THE PROTECTED AREA OF ANY TREE DESIGNATED TO REMAIN, INCLUDING, BUT NOT LIMITED TO, PARKING EQUIPMENT, PLACING SOLVENTS, STORING BUILDING MATERIALS AND SOIL DEPOSITS, DUMPING CONCRETE WASHOUT, ETC.

B. ATTACHMENTS TO TREES – DURING CONSTRUCTION, NO PERSON SHALL ATTACH ANY OBJECT TO ANY TREE DESIGNATED FOR PROTECTION.

C. PROTECTIVE BARRIER – BEFORE DEVELOPMENT, LAND CLEARING, FILLING OR ANY LAND ALTERATION FOR WHICH A TREE REMOVAL PERMIT IS REQUIRED, THE CONTRACTOR:

- C.A. SHALL ERECT AND MAINTAIN READILY VISIBLE PROTECTIVE TREE FENCING ALONG THE OUTER EDGE AND COMPLETELY SURROUNDING THE PROTECTED AREA OF ALL PROTECTED TREES OR GROUP OF TREES. FENCES SHALL BE CONSTRUCTED PER THE DETAIL ON THIS SHEET.
- C.B. MAY BE REQUIRED TO COVER WITH MULCH TO A DEPTH OF AT LEAST SIX (6) INCHES OR WITH PLYWOOD OR SIMILAR MATERIAL IN THE AREAS ADJOINING THE CRITICAL ROOT ZONE OF A TREE IN ORDER TO PROTECT ROOTS FROM DAMAGE CAUSED BY HEAVY EQUIPMENT.
- C.C. SHALL PROHIBIT EXCAVATION OR COMPACTING OF EARTH OR OTHER POTENTIALLY DAMAGING ACTIVITIES WITHIN THE BARRIERS.
- C.D. MAY BE REQUIRED TO MINIMIZE ROOT DAMAGE BY EXCAVATING A TWO (2) FOOT DEEP TRENCH, AT EDGE OF CRITICAL ROOT ZONE, TO CLEANLY SEVER THE ROOTS OF TREES TO BE RETAINED. ROOTS ONE (1) INCH DIAMETER OR GREATER SHALL BE CLEANLY CUT WITH A SAW OR PRUNERS.
- C.E. MAY BE REQUIRED TO HAVE CORRECTIVE PRUNING PERFORMED ON PROTECTED TREES IN ORDER TO AVOID DAMAGE FROM MACHINERY OR BUILDING ACTIVITY. MAY BE REQUIRED TO MAINTAIN TREES THROUGHOUT THE CONSTRUCTION PERIOD BY WATERING AND FERTILIZING.
- C.F. SHALL MAINTAIN THE PROTECTIVE BARRIERS IN PLACE UNTIL THE PROJECT ARBORIST AUTHORIZES THEIR REMOVAL OR A FINAL CERTIFICATE OF OCCUPANCY IS ISSUED, WHICHEVER OCCURS FIRST.
- C.G. SHALL ENSURE THAT ANY LANDSCAPING DONE IN THE PROTECTED ZONE SUBSEQUENT TO THE REMOVAL OF THE BARRIERS SHALL BE ACCOMPLISHED WITH LIGHT MACHINERY OR HAND LABOR.

D. GRADE

- D.A. THE GRADE SHALL NOT BE ELEVATED OR REDUCED WITHIN THE CRITICAL ROOT ZONE OF TREES TO BE PRESERVED WITHOUT THE PROJECT ARBORISTS'S AUTHORIZATION. THE PROJECT ARBORIST MAY ALLOW COVERAGE OF UP TO ONE HALF OF THE AREA OF THE TREE'S CRITICAL ROOT ZONE WITH LIGHT SOILS (NO CLAY) TO THE MINIMUM DEPTH NECESSARY TO CARRY OUT GRADING OR LANDSCAPING PLANS, IF IT WILL NOT IMPERIL THE SURVIVAL OF THE TREE. AERATION DEVICES MAY BE REQUIRED TO ENSURE THE TREE'S SURVIVAL.
- D.B. IF THE GRADE ADJACENT TO A PRESERVED TREE IS RAISED SUCH THAT IT COULD SLOUGH OR ERODE INTO THE TREES CRITICAL ROOT ZONE, IT SHALL BE PERMANENTLY STABILIZED TO PREVENT SUFFOCATION OF THE ROOTS.
- D.C. THE APPLICANT SHALL NOT INSTALL AN IMPERVIOUS SURFACE WITHIN THE CRITICAL ROOT ZONE OF ANY TREE TO BE RETAINED WITHOUT THE AUTHORIZATION OF THE PROJECT ARBORIST. THE PROJECT ARBORIST MAY REQUIRE SPECIFIC CONSTRUCTION METHODS AND/OR USE OF AERATION DEVICES TO ENSURE THE TREE'S SURVIVAL AND TO MINIMIZE THE POTENTIAL FOR ROOT INDUCED DAMAGE TO THE IMPERVIOUS SURFACE.
- D.D. TO THE GREATEST EXTENT PRACTICAL, UTILITY TRENCHES SHALL BE LOCATED OUTSIDE OF THE CRITICAL ROOT ZONE OF TREES TO BE RETAINED. THE PROJECT ARBORIST MAY REQUIRE THAT UTILITIES BE TUNNELED UNDER THE ROOTS OF TREES TO BE RETAINED IF THE PROJECT ARBORIST DETERMINES THAT TRENCHING WOULD SIGNIFICANTLY REDUCE THE CHANCES OF THE TREE'S SURVIVAL.
- D.E. TREE AND OTHER VEGETATION TO BE RETAINED SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. CLEARING OPERATIONS SHALL BE CONDUCTED SO AS TO EXPOSE THE SMALLEST PRACTICAL AREA OF SOIL TO EROSION FOR THE LEAST POSSIBLE TIME. TO CONTROL EROSION, SHRUBS, GROUND COVER, AND STUMPS SHALL BE MAINTAINED ON THE INDIVIDUAL LOTS, WHERE FEASIBLE. WHERE NOT FEASIBLE, APPROPRIATE EROSION CONTROL PRACTICES SHALL BE IMPLEMENTED PURSUANT TO CMC CHAPTER 14.06.

E. DIRECTIONAL FELLING OF TREES SHALL BE USED TO AVOID DAMAGE TO TREES DESIGNATED FOR RETENTION.

F. ADDITIONAL REQUIREMENTS – THE PROJECT ARBORIST MAY REQUIRE ADDITIONAL TREE PROTECTION MEASURES WHICH ARE CONSISTENT WITH ACCEPTED URBAN FORESTRY PRACTICES.

G. ENCROACHMENT INTO THE ROOT PROTECTION ZONE IS ALLOWED WITH PROJECT ARBORIST APPROVAL AS DESCRIBED IN THE FOLLOWING NOTES:

- G.A. EXCAVATION IN THE TOP 24 INCHES OF THE SOIL IN THE CRITICAL ROOT ZONE AREA SHOULD BEGIN AT THE EXCAVATION LINE THAT IS CLOSEST TO THE TREE.
- G.B. THE EXCAVATION SHOULD BE DONE BY HAND/SHOVEL OR WITH A BACKHOE AND A MAN WITH A SHOVEL, PRUNING SHEARS, AND A PRUNING SAW.
- G.C. IF DONE BY HAND, ALL ROOTS 1 INCH OR LARGER SHOULD BE PRUNED AT THE EXCAVATION LINE.
- G.D. IF DONE WITH BACKHOE (MOST LIKELY SCENARIO), THEN THE OPERATOR SHALL START THE CUT AT THE EXCAVATION LINE AND CAREFULLY "FEEL" FOR ROOT/RESISTANCE. WHEN THERE IS RESISTANCE, THE MAN WITH THE SHOVEL HAND DIGS AROUND THE ROOTS AND PRUNES THE ROOTS LARGER THAN 1 INCH DIAMETER.
- G.E. THE BACKHOE IS TO REMAIN OFF OF THE TREE ROOTS TO BE PRESERVED AT ALL TIMES.
- G.F. ALL ROOTS SHALL BE CUT CLEANLY WITH PRUNING SHEARS OR A PRUNING SAW.
- G.G. PROJECT ARBORIST MUST BE ONSITE DURING ANY WORK WITHIN THE TREE ROOT PROTECTION ZONE.
- G.H. CITY OFFICIAL MUST BE CONTACTED 24 HOURS PRIOR TO WORKING WITHIN THE TREE ROOT PROTECTION ZONE.

H. TREE PROTECTION ZONE IS DEFINED AS ALL AREAS BOUND AND PROTECTING THE OPTIMAL TREE PROTECTION ZONE.

I. TIMELINE FOR CLEARING, GRADING, AND INSTALLATION OF TREE PROTECTION MEASURES: WORK WILL BEGIN IMMEDIATELY FOLLOWING FINAL APPROVAL BY THE CITY. TREE PROTECTION MEASURES WILL BE DONE DURING CLEARING AND ANY GRADING WILL FOLLOW.

J. PRUNING/TREE REMOVAL NOTES: THE WORK TO BE COMPLETED UNDER THIS PROJECT SHALL CONSIST OF TREE REMOVAL AND TREE TRIMMING AS LISTED.

- J.A. THE CONTRACTOR SHALL PROVIDE ADEQUATE CREW OF MEN, EQUIPMENT AND MATERIALS TO SAFELY AND EFFICIENTLY COMPLETE THE ASSIGNED WORK. EACH SUCH CREW SHALL INCLUDE AN INDIVIDUAL WHO SHALL BE DESIGNATED AS THE CREW SUPERVISOR AND WHO SHALL BE RESPONSIBLE FOR THE CREW'S ACTIVITIES AND WHO SHALL RECEIVE INSTRUCTION FROM THE OWNER OR THE OWNER'S REPRESENTATIVE AND DIRECT THE CREW TO ACCOMPLISH SUCH WORK.
- J.B. WHENEVER A TREE, WHICH IS NOT SCHEDULED TO BE REMOVED, MUST BE TRIMMED OR PRUNED, THE CONTRACTOR SHALL INSURE THAT SUCH TRIMMING AND PRUNING IS CARRIED OUT UNDER THE DIRECT SUPERVISION OF A LICENSED ARBORIST. ALL PRUNING AND TRIMMING SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF ANSI A 300 "STANDARD PRACTICES FOR TREE, SHRUB AND OTHER WOODY PLANT MAINTENANCE".
- J.C. THE CONTRACTOR SHALL BE REQUIRED TO CUT TREES TO A HEIGHT OF APPROXIMATELY 12". THE STUMPS AND ROOTS SHALL BE GROUND DOWN A MINIMUM OF TWELVE (12) INCHES BELOW NORMAL GROUND LEVEL.
- J.D. THE CONTRACTOR SHALL PERFORM ALL WORK IN ACCORDANCE WITH THE LATEST GOVERNMENTAL SAFETY REGULATIONS. ALL WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH ANSI Z133.1 "PRUNING, TRIMMING, REPAIRING, MAINTAINING AND REMOVING TREES AND CUTTING BRUSH–SAFETY REQUIREMENTS" WITH SPECIAL EMPHASIS GIVEN TO THE REQUIREMENT THAT ONLY QUALIFIED LINE–CLEARANCE TREE TRIMMERS BE ASSIGNED TO WORK WHERE A POTENTIAL ELECTRICAL HAZARD EXISTS.
- J.E. THE CONTRACTOR SHALL MAKE ALL THE NECESSARY ARRANGEMENTS WITH ANY UTILITY THAT MUST BE PROTECTED OR RELOCATED IN ORDER TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE PROTECTION OF THE OPERATING CONDITION OF ALL ACTIVE UTILITIES WITHIN THE AREA OF CONSTRUCTION AND THEY SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO EXISTING UTILITIES.
- J.F. ANY MATERIAL RESULTING FROM THE TRIMMING OR REMOVAL OF ANY TREES SHALL BECOME THE RESPONSIBILITY OF THE CONTRACTOR.
- J.G. HAZARDOUS TREES–REPORTING – ANY PERSON ENGAGED IN TRIMMING OR PRUNING WHO BECOMES AWARE OF A TREE OF DOUBTFUL STRENGTH, THAT COULD BE DANGEROUS TO PERSONS AND PROPERTY, SHALL REPORT SUCH TREE(S) TO THE OWNER OR THE OWNERS REPRESENTATIVE. SUCH TREES SHALL INCLUDE THOSE THAT ARE OVER MATURE, DISEASED, OR SHOWING SIGNS OF DECAY OR OTHER STRUCTURAL WEAKNESS.
- J.H. DAMAGES–ANY DAMAGE CAUSED BY THE CONTRACTOR, INCLUDING, BUT NOT LIMITED TO, BROKEN SIDEWALK, CURB, RUTTED LAWN, BROKEN WATER SHUT–OFFS, WIRE DAMAGE, BUILDING DAMAGE, STREET DAMAGE, ETC., WILL BE REPAIRED OR REPLACED IN A TIMELY MANNER, TO THE OWNER'S SATISFACTION, AND ALL COSTS PAID BY THE CONTRACTOR.
- J.I. ANY BRUSH CLEARING REQUIRED WITHIN THE TREE PROTECTION ZONE SHALL BE ACCOMPLISHED WITH HAND OPERATED EQUIPMENT.
- J.J. TREES TO BE REMOVED SHALL BE FELLED SO AS TO FALL AWAY FROM TREE ROOT PROTECTION ZONES AND TO AVOID PULLING AND BREAKING OF ROOTS TO REMAIN.
- J.K. ALL DOWNED BRUSH AND TREES SHALL BE REMOVED FROM THE TREE PROTECTION ZONE EITHER BY HAND OR WITH EQUIPMENT SITTING OUTSIDE THE TREE ROOT PROTECTION ZONE. EXTRACTION SHALL OCCUR BY LIFTING THE MATERIAL OUT, NOT BY SKIDDING IT ACROSS THE GROUND.
- J.L. IF TEMPORARY HAUL OR ACCESS ROADS MUST PASS OVER THE ROOT AREA OF TREES TO BE RETAINED A ROADBED OF 6 INCHES OF MULCH OR GRAVEL SHALL BE CREATED TO PROTECT THE SOIL. THE ROADBED MATERIAL SHALL BE REPLENISHED AS NECESSARY TO MAINTAIN A 6–INCH DEPTH.
- J.M. PRUNING. TREES SHALL BE PRUNED PRIOR TO THE START OF CONSTRUCTION. TREES SHALL BE CROWN CLEANED TO REMOVE THE DEADWOOD 2 INCHES IN DIAMETER AND OVER. TREES SHALL BE CROWN THINNED BY 10–20%. CROWNS MAY BE RAISED BY REMOVING BOTTOM BRANCHES AS NECESSARY UP TO 14 FEET HIGH TO GIVE CLEARANCE FOR ANY CONSTRUCTION TRAFFIC, ACTIVITIES, ETC. ALL WORK TO BE DONE IN ACCORDANCE WITH ANSI A300 PRUNING STANDARDS. REMOVE ANY LIMBS OF DOUBTFUL STRENGTH THAT COULD BE DANGEROUS TO PERSONS AND PROPERTY.

CERTIFIED ARBORIST ISA PRELIMINARY NOT FOR CONSTRUCTION

BENNETT R. KOCSIS
CERTIFICATE NUMBER: PN 9877A
EXPIRATION DATE: 12/31/2028

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE. STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN

UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	3/5/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	JMM

P4.1

AKS DRAWING FILE: 12533 P4 TREE.DWG | LAYOUT: P4.1

Detailed Tree Inventory for Uhacz Subdivision

AKS Job No. 12533 - Evaluation Date: 2/11/2026 - Evaluated By: BRK

Tree #	DBH (in.)	Tree Species Common Name (Scientific name)	Tree Units Initial	Condition/Comments	Windthrow Rating	Reason for Removal	Tree Units Retained
10001	35	Douglas-fir (Pseudotsuga menziesii)	0	OFFSITE; Evaluated from behind a fence; Crooked bole; Some dieback; Low vigor	B	Preserve	0
10702	5	Cherry (Prunus spp.)	0	OFFSITE; Good condition	C	Preserve	0
10703	6	Cherry (Prunus spp.)	0	OFFSITE; Good condition	C	Preserve	0
10704	5	Cherry (Prunus spp.)	0	OFFSITE; Good condition	C	Preserve	0
10705	4	Cherry (Prunus spp.)	0	OFFSITE; Good condition	C	Preserve	0
10912	7, 9	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with stormwater facility grading	0
10913	8, 12	Leyland Cypress (Cupressus × leylandii)	3	Codominant stems	B	Direct conflict with stormwater facility grading	0
10914	8, 8, 9, 9	Leyland Cypress (Cupressus × leylandii)	5	Codominant stems	B	Direct conflict with stormwater facility grading	0
10915	14	Leyland Cypress (Cupressus × leylandii)	3	Good condition	C	Direct conflict with stormwater facility grading	0
10916	12	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with stormwater facility grading	0
10917	14	Leyland Cypress (Cupressus × leylandii)	3	Good condition	C	Direct conflict with stormwater facility grading	0
10918	9	Sweet Cherry (Prunus avium)	2	Codominant stems; Sparse canopy	B	Direct conflict with stormwater facility grading	0
10919	6, 6, 6, 6, 6	English Holly (Ilex aquifolium)	3	Codominant stems	B	Direct conflict with stormwater facility grading	0
10920	14	Douglas-fir (Pseudotsuga menziesii)	3	Good condition	C	Direct conflict with stormwater facility grading	0
10930	14	Leyland Cypress (Cupressus × leylandii)	3	Good condition	C	Direct conflict with R.O.W. improvements	0
10931	6, 6, 8	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10932	6, 9, 10	Leyland Cypress (Cupressus × leylandii)	4	Good condition	C	Direct conflict with R.O.W. improvements	0
10933	6, 11	Leyland Cypress (Cupressus × leylandii)	3	Good condition	C	Direct conflict with R.O.W. improvements	0
10934	10	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10935	8, 10	Leyland Cypress (Cupressus × leylandii)	3	codominant stems	B	Direct conflict with R.O.W. improvements	0
10936	12	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10937	10	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10938	6, 6, 6, 7	Leyland Cypress (Cupressus × leylandii)	3	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10939	6, 8	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10940	6, 6, 8	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10941	6, 7, 14	Leyland Cypress (Cupressus × leylandii)	5	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10942	7, 9	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10943	6, 8, 14	Leyland Cypress (Cupressus × leylandii)	5	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10944	10	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10945	9, 9	Leyland Cypress (Cupressus × leylandii)	3	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10946	6, 9	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10947	11	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10948	6, 6, 7	Willow (Salix spp.)	2	Dead and broken limbs	B	Within building setback	0
10949	33	Douglas-fir (Pseudotsuga menziesii)	13	Cavity; Epicormic sprouts; Asymmetrical canopy (W)	B	Direct conflict with site grading	0
10950	29	Douglas-fir (Pseudotsuga menziesii)	11	Some dieback; Asymmetrical canopy (W)	B	Direct conflict with site grading	0
10951	13	Douglas-fir (Pseudotsuga menziesii)	3	Suppressed	B	Direct conflict with site grading	0
10952	29	Douglas-fir (Pseudotsuga menziesii)	11	Slight lean (S); Asymmetrical canopy (S)	B	Direct conflict with site grading	0
10953	27	Douglas-fir (Pseudotsuga menziesii)	10	Dieback throughout canopy; Low vigor	B	Direct conflict with site grading	0
10954	28	Douglas-fir (Pseudotsuga menziesii)	10	Good condition	C	Direct conflict with site grading	0
10955	18	Douglas-fir (Pseudotsuga menziesii)	5	Sweep (S); Codominant top	B	Direct conflict with site grading	0
10956	8	Douglas-fir (Pseudotsuga menziesii)	2	Sweep (E)	B	Direct conflict with site grading	0
10957	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Direct conflict with site grading	0
10958	32	Douglas-fir (Pseudotsuga menziesii)	12	Good condition	C	Within building setback	0
10959	21	Douglas-fir (Pseudotsuga menziesii)	7	Good condition	C	Within building setback	0
10960	25	Douglas-fir (Pseudotsuga menziesii)	9	Good condition	C	Within building setback	0
10961	28	Douglas-fir (Pseudotsuga menziesii)	10	Good condition	C	Within building setback	0
10962	30	Douglas-fir (Pseudotsuga menziesii)	11	Good condition	C	Direct conflict with site grading	0
10963	14	Douglas-fir (Pseudotsuga menziesii)	3	Suppressed	B	Direct conflict with site grading	0
10964	14	Douglas-fir (Pseudotsuga menziesii)	3	Suppressed	B	Direct conflict with site grading	0
10992	6, 6	English Holly (Ilex aquifolium)	2	Codominant stems; Low vigor	B	Direct conflict with site grading	0
10993	6, 7	Willow (Salix spp.)	2	Lean (S); Dead branches; Codominant stems	B	Direct conflict with site grading	0
10994	7, 7, 8	Willow (Salix spp.)	3	Lean (S); Dead branches; Codominant stems	B	Direct conflict with site grading	0
10995	6, 6	Willow (Salix spp.)	2	Lean (S); Dead branches; Codominant stems	B	Direct conflict with site grading	0
11057	6, 8, 8	Cherry (Prunus spp.)	3	Dead branches; Codominant stems	B	Within building setback	0
11058	7	Douglas-fir (Pseudotsuga menziesii)	2	Good condition	C	Within building setback	0
11059	6	Arborvitae (Thuja occidentalis)	2	Good condition	C	Direct conflict with site grading	0
11238	10, 10	Apple (Malus domesitca)	3	One codominant stem broken with decay; Cavities	B	Within building setback	0
11247	10, 14	European Mountain-ash (Sorbus aucuparia)	5	Some sapsucker bore holes; Good condition	C	Direct conflict with road construction	0
11249	6, 8	Oregon Ash (Fraxinus latifolia)	2	Good condition	C	Direct conflict with site grading	0
11250	19,17	Oregon Ash (Fraxinus latifolia)	9	Good condition	C	Direct conflict with site grading	0
11251	6, 10, 12	Sweet Cherry (Prunus avium)	5	Codominant base with included bark; Broken leader with decay	B	Within building setback	0
11260	20	Douglas-fir (Pseudotsuga menziesii)	6	Epicormic sprouting	B	Direct conflict with storm utilities	0
11261	21	Douglas-fir (Pseudotsuga menziesii)	7	Good condition	C	Within building setback	0
11262	22	Douglas-fir (Pseudotsuga menziesii)	7	Good condition	C	Within building setback	0
11263	8, 8, 10	Bigleaf Maple (Acer macrophyllum)	4	Stems growing from uprooted tree	A	Within building setback	0
11264	21	Douglas-fir (Pseudotsuga menziesii)	7	Good condition	C	Within building setback	0
11265	26	Douglas-fir (Pseudotsuga menziesii)	9	Good condition	C	Within building setback	0
11266	8	Douglas-fir (Pseudotsuga menziesii)	2	Suppressed	B	Within building setback	0
11267	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Within building setback	0
11268	16	Douglas-fir (Pseudotsuga menziesii)	4	Good condition	C	Within building setback	0
11269	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Within building setback	0
11270	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Direct conflict with site grading	0
11271	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Direct conflict with site grading	0
11272	38	Douglas-fir (Pseudotsuga menziesii)	15	Good condition	C	Direct conflict with site grading	0
11273	24, 24	Douglas-fir (Pseudotsuga menziesii)	13	Codominant base; Broken top on one stem; Low vigor	B	Direct conflict with site grading	0
11274	15	Oregon Ash (Fraxinus latifolia)	4	Lean (S); Broken leader	B	Direct conflict with site grading	0
11275	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Direct conflict with site grading	0
11276	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Direct conflict with site grading	0
11277	26	Douglas-fir (Pseudotsuga menziesii)	9	Good condition	C	Direct conflict with site grading	0
11278	10	Douglas-fir (Pseudotsuga menziesii)	2	Suppressed	B	Within building setback	0
11279	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Within building setback	0
11280	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Within building setback	0
11281	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Within building setback	0

Detailed Tree Inventory for Uhacz Subdivision

AKS Job No. 12533 - Evaluation Date: 2/11/2026 - Evaluated By: BRK

Tree #	DBH (in.)	Tree Species Common Name (Scientific name)	Tree Units Initial	Condition/Comments	Windthrow Rating	Reason for Removal	Tree Units Retained
11282	18	Bigleaf Maple (Acer macrophyllum)	5	Good condition	C	Within building setback	0
11288	6, 8	Cherry (Prunus spp.)	2	Good condition	C	Direct conflict with site grading	0
11292	10	Oregon Ash (Fraxinus latifolia)	2	Good condition	C	Within building setback	0
11301	40	Douglas-fir (Pseudotsuga menziesii)	16	Dieback; Epicormic sprouting; Sparse canopy	B	Direct conflict with site grading	0
11302	11	Douglas-fir (Pseudotsuga menziesii)	2	Suppressed	B	Direct conflict with site grading	0
11303	26	Douglas-fir (Pseudotsuga menziesii)	9	Dieback; Epicormic sprouting; Sparse canopy	B	Direct conflict with storm utilities	0
11304	11	Douglas-fir (Pseudotsuga menziesii)	2	Suppressed	B	Direct conflict with site grading	0
11415	13	English Walnut (Juglans regia)	3	Good condition	C	Direct conflict with path grading	0
11435	14	English Walnut (Juglans regia)	3	Good condition	C	Direct conflict with path grading	0
11436	6	Apple (Malus domesitca)	2	Good condition	C	Direct conflict with path	0
11471	17	Bigleaf Maple (Acer macrophyllum)	5	LINE TREE; Sweep (W); Good condition	C	Preserve	5
11481	6, 6	English Hawthorn (Crataegus monogyna)	2	Codominant stems	B	Direct conflict with path grading	0
11495	9, 12	Douglas-fir (Pseudotsuga menziesii)	0	OFFSITE; Codominant base with included bark	B	Preserve	0
11496	15	Douglas-fir (Pseudotsuga menziesii)	4	LINE TREE; Good Condition	C	Preserve	4
11499	12	Douglas-fir (Pseudotsuga menziesii)	2	LINE TREE; Good Condition	C	Preserve	2
11927	6, 6	Flowering Dogwood (Cornus florida)	2	Lean (E)	B	Direct conflict with site grading	0
11928	16	White Spruce (Picea glauca)	0	OFFSITE; evaluated from behind a fence; Good condition	C	Preserve	0
11929	17	White Spruce (Picea glauca)	0	OFFSITE; evaluated from behind a fence; Good condition	C	Preserve	0
11930	18	Apple (Malus domesitca)	0	OFFSITE; Broken leaders; Epicormic limbs; Decay	B	Preserve	0
50000	13,13	Oregon Ash (Fraxinus latifolia)	5	Codominant with included bark	B	Within building setback	0
50001	18,8	Oregon Ash (Fraxinus latifolia)	6	Good condition	C	Direct conflict with site grading	0

Total # of Existing Trees Inventoried = 104

Net Site Area = 6.35

Total # of Existing Onsite & Line Trees = 95
Total Onsite Existing Tree Units = 463
Total # of Onsite & Line Trees Retained = 3
Total # of Tree Units Retained = 11
Minimum Tree Units Required per City Code = 127
*(6.35 acres * 20 trees/acre)*
Minimum # Trees to Replant = 116

Total # of Existing Trees Removed = 92
Total Existing Tree Units Removed = 452

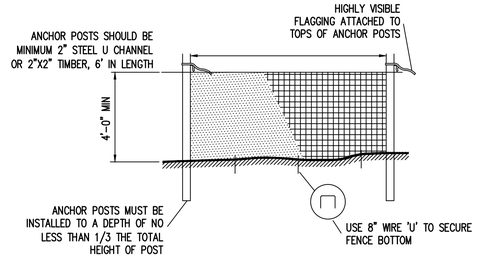
Windthrow Rating

A=Least windthrow resistant
B=Moderate windthrow resistant
C=Most windthrow resistant

Arborist Disclosure Statement:

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the health of trees, and attempt to reduce the risk of living near trees. The Client and Jurisdiction may choose to accept or disregard the recommendations of the arborist, or seek additional advice. Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like medicine, cannot be guaranteed. Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees. Neither this author nor AKS Engineering & Forestry, LLC have assumed any responsibility for liability associated with the trees on or adjacent to this site.

At the completion of construction, all trees should once again be reviewed. Land clearing and removal of adjacent trees can expose previously unseen defects and otherwise healthy trees can be damaged during construction.



PLASTIC MESH TREE PROTECTION FENCE

NOT TO SCALE

TREE PROTECTION FENCE NOTES

1. BLAZE ORANGE OR BLUE PLASTIC MESH FENCE FOR TREE PROTECTION DEVICE, ONLY.
2. BOUNDARIES OF PROTECTION AREA WILL BE ESTABLISHED IN THE FIELD BY THE ARBORIST PRIOR TO CONSTRUCTION
3. BOUNDARIES OF PROTECTION AREA SHOULD BE STAKED AND FLAGGED BY THE ARBORIST, OR UNDER THE SUPERVISION OF THE ARBORIST, PRIOR TO INSTALLING DEVICES.
4. AVOID DAMAGE TO CRITICAL ROOT ZONE. DO NOT DAMAGE OR SEVER LARGE ROOTS WHEN INSTALLING POSTS.
5. TREE PROTECTION TO BE INSTALLED PRIOR TO CONSTRUCTION AND REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED.

CERTIFIED ARBORIST ISA
PRELIMINARY NOT FOR CONSTRUCTION
BENNETT R. KOCSIS
CERTIFICATE NUMBER: PN 8877A
EXPIRATION DATE: 12/31/2028

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY TREE INVENTORY
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

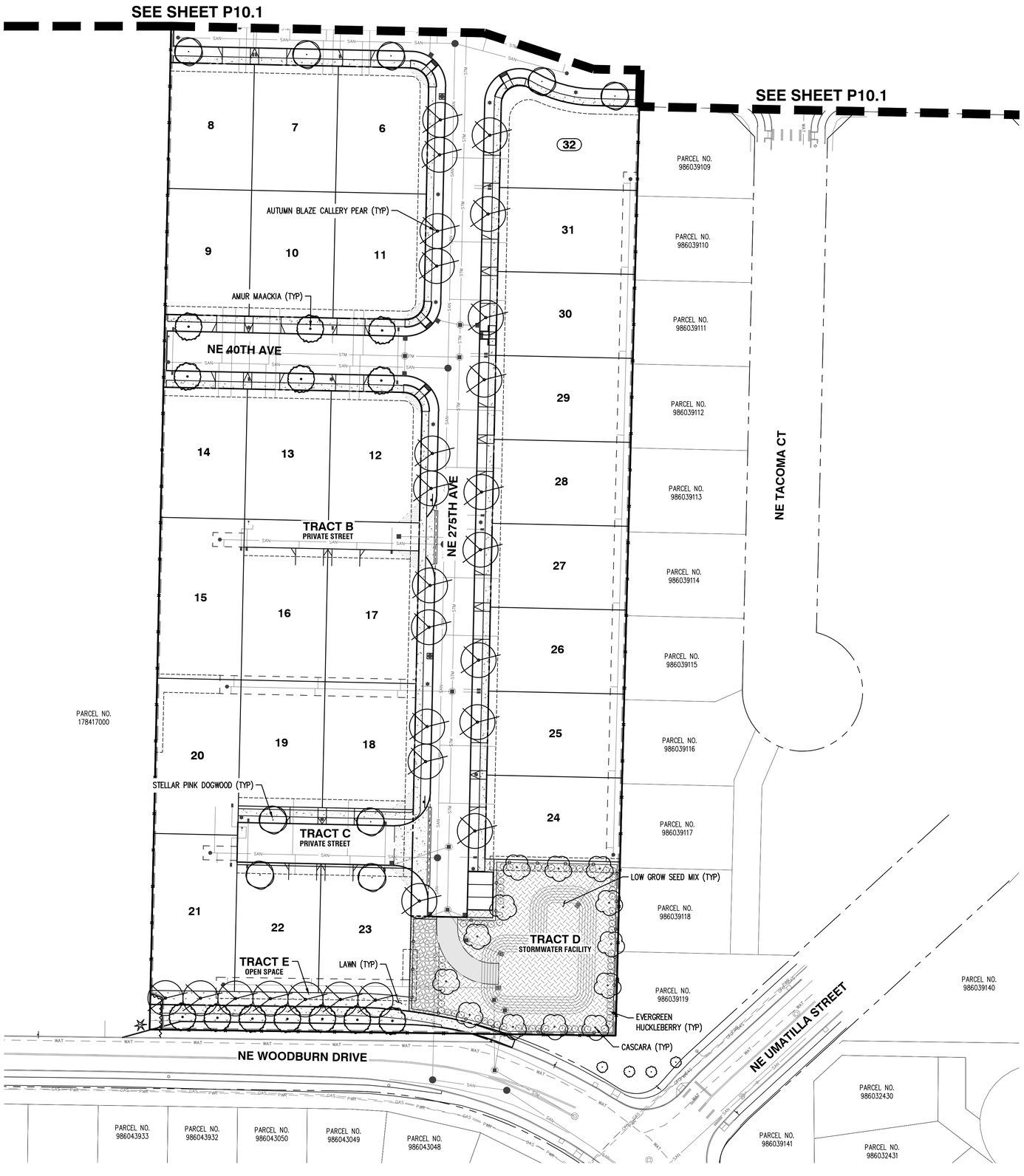
PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	3/5/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	JMM

P4.2

AKS DRAWING FILE: 12533 P4 TREE.DWG | LAYOUT: P4.2

Appendix A: Detailed Tree Inventory Table



PRELIMINARY PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
TREES					
	12	CALOCEDRUS DECURRENS	INCENSE CEDAR	6' HT. B&B	AS SHOWN
	23	CORNUS X 'RUTGAN'	STELLAR PINK DOGWOOD	2" CAL. B&B	AS SHOWN
	33	MAACKIA AMURENSIS	AMUR MAACKIA	2" CAL. B&B	AS SHOWN
	4	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	6' HT. B&B	AS SHOWN
	27	PYRUS CALLERYANA 'AUTUMN BLAZE'	AUTUMN BLAZE CALLERY PEAR	2" CAL. B&B	AS SHOWN
	15	RHAMNUS PURSHIANA	CASCARA	2" CAL. B&B	AS SHOWN
	2	THUJA PLICATA 'EXCELSA'	EXCELSA WESTERN RED CEDAR	6' HT. B&B	AS SHOWN

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
SHRUBS					
	6	MAHONIA AQUIFOLIUM	OREGON GRAPE	2 GAL. CONT.	48" o.c.
	72	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	2 GAL. CONT.	60" o.c.

GROUND COVERS

	26,461 SF±	LAWN
	12,542 SF±	LOW GROW SEED MIX

TREE DENSITY CALCULATIONS

GROSS AREA:	6.98 AC
OPEN SPACE:	0.59 AC
EXCLUDED ROW AREA:	0.03 AC
NET AREA:	6.35 AC
TOTAL TREE UNITS REQUIRED (20/AC):	127
EXISTING TREES RETAINED/(TREE UNITS):	3/(11)
MINIMUM # OF TREES TO PLANT/(TREE UNITS):	116/(116)
PROPOSED # OF TREES TO PLANT:	116

GENERAL NOTE

REFER TO SHEET P10.1 FOR GENERAL LANDSCAPE NOTES.

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY LANDSCAPE PLAN

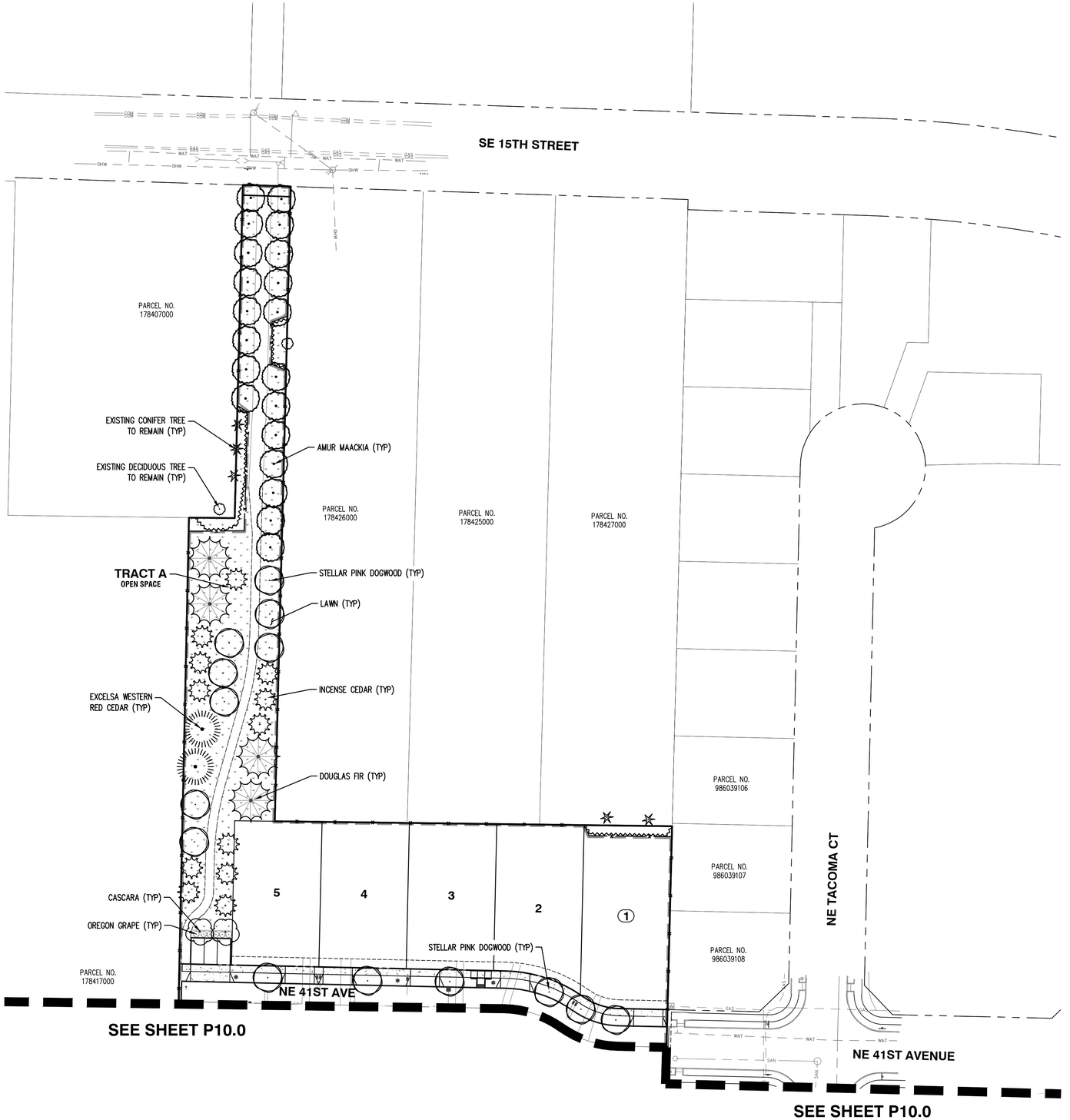
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BALLOU
LANDSCAPE ARCHITECT
PRELIMINARY NOT FOR CONSTRUCTION
REQUESTED EXP. 12/21/2026

JOB NUMBER:	12533
DATE:	3/5/2026
DESIGNED BY:	BNF
DRAWN BY:	BNF
CHECKED BY:	TEB

P10.0

AKS DRAWING FILE: 12533 P10 LANDLDWG | LAYOUT: P10.0

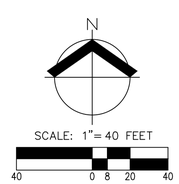


PRELIMINARY PLANT KEY

SYMBOL	BOTANICAL / COMMON NAME
TREES	
	CALOCEDRUS DECURRENS INCENSE CEDAR
	CORNUS X 'RUTGAN' STELLAR PINK DOGWOOD
	MAACKIA AMURENSIS AMUR MAACKIA
	PSEUDOTSUGA MENZIESII DOUGLAS FIR
	PYRUS CALLERYANA 'AUTUMN BLAZE' AUTUMN BLAZE CALLERY PEAR
	RHAMNUS PURSHIANA CASCARA
	THUJA PLICATA 'EXCELSA' EXCELSA WESTERN RED CEDAR
SHRUBS	
	MAHONIA AQUIFOLIUM OREGON GRAPE
	VACCINIUM OVATUM EVERGREEN HUCKLEBERRY
GROUND COVERS	
	LAWN
	LOW GROW SEED MIX

PRELIMINARY LANDSCAPE NOTES

1. LANDSCAPE PLAN IS PRELIMINARY AND INTENDED TO SHOW DESIGN INTENT ONLY. REVISIONS OR SUBSTITUTIONS, INCLUDING CHANGES TO PLANT LOCATION, QUANTITIES, TYPES, AND SIZES MAY BE NECESSARY PRIOR TO FINAL APPROVAL BASED ON PLANT AVAILABILITY, SITE CONDITIONS, UTILITY CONFLICTS, ETC. ALL SUBSTITUTIONS SHALL CONFORM TO CITY OF CAMAS LANDSCAPE DESIGN STANDARDS. STREET TREES WILL BE UPDATED TO AVOID FUTURE DRIVEWAY DROPS.
2. ALL PLANTS AND PLANTINGS SHALL CONFORM TO CITY OF CAMAS DESIGN STANDARDS AND TO AMERICAN NURSERY STANDARDS ANSI Z60.1. PLANT IN ACCORDANCE WITH ACCEPTED BEST-PRACTICE INDUSTRY STANDARDS SUCH AS THOSE ADOPTED BY THE WASHINGTON ASSOCIATION OF LANDSCAPE PROFESSIONALS (WALP).
3. CENTER TREES IN PLANTER STRIPS AND LANDSCAPE PLANTING BEDS WHERE POSSIBLE. KEEP OTHER TREE TRUNKS 3' O.C. MINIMUM FROM CURBS, SIDEWALKS, AND OTHER PAVING OR CENTERED IN PLANTING ISLAND. KEEP SHRUBS AND GROUNDCOVER A MINIMUM OF 24" O.C. FROM PAVING AND 3' O.C. FROM TREES. ADJUST PLANTINGS AS NECESSARY ON SITE TO AVOID CONFLICT WITH UTILITIES, HYDRANTS, DRIVE WAYS, LIGHT POLES, METERS, ETC..
4. HATCHED AREAS ARE MEANT TO CONVEY GENERAL PLANT LOCATION. PLANT COVERAGE, SPACING, AND LAYOUT SHALL BE CONSISTENT WITH THE SPACING LISTED IN THE PLANT LEGEND FOR FULL COVERAGE.
5. MULCH: APPLY 3" DEEP WELL-AGED MEDIUM GRIND OR SHREDDED DARK HEMLOCK BARK MULCH UNDER AND AROUND ALL TREES AND SHRUBS IN PLANTER STRIP AREAS NOT INCLUDED AS STORMWATER FACILITIES OR LAWN. WHERE TREES ARE IN LAWN AREAS, A MINIMUM 3' DIAMETER MULCH RING SHALL BE USED AROUND THE TREE TO PROTECT THE TRUNK FROM MOWER DAMAGE. CARE SHALL BE TAKEN TO AVOID COVERING FOLIAGE OR ROOT CROWNS OF PLANTS. PLANTS SHALL BE PLANTED AT A DEPTH TO ACCOMMODATE BARK MULCH APPLICATION.
6. IRRIGATION FOR HEALTHY PLANT ESTABLISHMENT AND SURVIVAL IS RECOMMENDED AND SHALL BE 'DESIGN-BUILD' BY LANDSCAPE CONTRACTOR.



AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE. STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY LANDSCAPE PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BARNES
PRELIMINARY NOT FOR CONSTRUCTION
EXP. 12/21/2026
LANDSCAPE ARCHITECT

JOB NUMBER:	12533
DATE:	3/5/2026
DESIGNED BY:	BNF
DRAWN BY:	BNF
CHECKED BY:	TEB

P10.1

AKS DRAWING FILE: 12533 P10 LAND.DWG | LAYOUT: P10.1

Community Development
616 NE Fourth Avenue • Camas, WA 98607
(360) 817-1568
http://www.cityofcamas.us

SEPA ENVIRONMENTAL CHECKLIST

UPDATED 2016

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

***Instructions for applicants*:**

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background

1. Name of proposed project, if applicable:
Uhacz Subdivision

2. Name of applicant:
Romano Capital, Inc.

3. Address and phone number of applicant and contact person:

Applicant:
Romano Capital, Inc.
Attn: Stacey Shields
4460 NE 77th Avenue, Suite 200
Vancouver, WA 98662
stacey@romanofinancial.com
(360) 904-4759

Contact:
AKS Engineering & Forestry
Attn: Michael Andreotti
9600 NE 126th Avenue, Suite 2520
Vancouver, WA 98682
andreottim@aks-eng.com
(360) 882-0419

4. Date checklist prepared:
February 2026

5. Agency requesting checklist:
City of Camas

6. Proposed timing or schedule (including phasing, if applicable):
The project is anticipated to begin construction as soon as all permits are obtained in Summer 2026. This project is proposed to be constructed in one phase.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
There are no current plans for future additions, expansions, or further activity related to or connected with this proposal.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
- Geotechnical Report (Columbia West)
- Preliminary Stormwater Technical Information Report (AKS Engineering & Forestry (AKS))
- Transportation Impact Study (Kittleson & Associates)
- This SEPA Checklist (AKS Engineering & Forestry (AKS))
- Archaeological Survey (Applied Archaeological Research, Inc. (AAR))

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
None known.

10. List any government approvals or permits that will be needed for your proposal, if known.
- Type III Preliminary Subdivision Approval
- Final Engineering Approval
- Grading Permit
- Erosion Control Plan Approval

- Final Plat Approval
- SEPA Determination
- NPDES Permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Applicant plans to subdivide one parcel that is ±6.98 acres in size into 32 single-family residential lots for the future construction of single-family homes. Tracts for stormwater facilities, parking, private streets, and open space will also be created with this project.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The site is addressed as 27429 SE 15th Street, Camas, WA 98607

Tax Lots: 178413-000 in the SW ¼, S36, T2N, R3E.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other____

b. What is the steepest slope on the site (approximate percent slope)?

The steepest slopes on-site are approximately 40 percent.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

According to Clark County GIS, the subject site contains Olympic stony clay loam (OmE), 3 to 30 percent slopes, Olympic clay loam (OlD), 8 to 20 percent slopes, Olympic clay loam (OlB), 3 to 8 percent slopes. The site is not being used for agricultural purposes and is surrounded by urban neighborhoods to the east and south.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are no known surface indicators or a history of unstable soils on site or in the vicinity of the site.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Site grading will occur to construct lots, roads, and utility improvements. The Applicant proposes to remove all surface vegetation and stockpile topsoil within the disturbed area to perform the necessary site grading. The disturbed area totals ±6.95 acres with ±23,000 cubic yards of cut and ±10,000 cubic yards of fill. Fill material will come from on-site sources or approved off-site sources if necessary. Excess material will be hauled off-site to an

approved location.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Yes, erosion is possible during construction in the form of silt transfer and dust blowoff. Stormwater and Erosion Control Plans will be prepared and implemented by the Applicant for the site improvement, which will meet or exceed the requirements imposed by the City of Camas Municipal Code (CMC) and the Washington State Department of Ecology (ECY).

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately ±3.34 acres, ±48.1 percent, of the site area may be covered with impervious surfaces. This includes homes, driveways, streets and sidewalks, and parking areas.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Stormwater and Erosion Control Plans will be prepared and implemented in accordance with CMC and ECY standards.

2. Air

i. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Construction equipment and vehicles will generate dust and particulate emissions during the construction period. Resident, visitor, delivery, mail delivery, and waste management vehicles will generate particulate emissions in the long term. Other potential emission sources include small power tools including, but not limited to, small gas-powered equipment used for site and landscape maintenance. The quantities of those emissions are unknown.

a. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Off-site sources of emissions or odor near the project site are exhaust emissions from vehicles traveling along the adjacent streets, and the surrounding properties. These sources are not anticipated to impact this project. There are no other known sources or emissions or odors that will impact the site.

b. Proposed measures to reduce or control emissions or other impacts to air, if any:

If necessary, water will be utilized for dust control as needed during the construction of the proposed site improvements. Emissions control measures for vehicles and equipment are regulated under CMC, ECY, and U.S. Environmental Protection Agency (EPA) standards. It is anticipated that all vehicles and equipment will comply with these regulations.

3. Water

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There are no surface water bodies on or in the immediate vicinity of the site.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

There are no onsite surface water bodies or surface water bodies within 200 feet of the site; therefore, no work will

occur in any surface waters.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill or dredge material will be placed in or removed from surface waters or wetlands with this project.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No surface water withdrawals or diversions are required with this project.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No, the project is not within a 100-year flood plain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No, this project does not involve any discharge of waste materials to surface waters.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

There are no existing wells on-site and this project will not involve withdrawing groundwater for drinking or other purposes.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . .; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material will be discharged into the ground from septic tanks or other sources with this project.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The stormwater generated by the proposed site improvements will be collected on-site and conveyed to a stormwater facility for mechanical treatment and detention. The stormwater facility will be privately owned and maintained by the HOA. The stormwater improvements are designed to follow the pre-developed drainage pattern, ultimately discharging at approved rates to an existing manhole within NE Woodburn Drive near the southeast corner of the site. All proposed stormwater improvements are designed per City of Camas standards and the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW). Refer to the Preliminary Stormwater Technical Information Report (TIR) and Preliminary Plans included with this application for additional information.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No waste materials are proposed to enter ground or surface waters as part of this application. Fuels, such as diesel or gasoline, could potentially spill on the site during the construction of the project. Without adequate erosion

control or stormwater mitigation, waste materials could possibly enter ground or surface waters. However, the proposed stormwater treatment and erosion control measures will minimize the potential for waste materials to be conveyed to ground or surface waters.

d. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The proposed project will not alter or affect the drainage patterns in the vicinity of the site.

e. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

The project will meet or exceed the CMC and ECY erosion control and stormwater standards. The stormwater generated by the proposed impervious surfaces will be collected, treated, and discharged at rates allowed per the City. Any spills will be immediately responded to, and appropriate remediation measures will be taken.

4. Plants

a. Check the types of vegetation found on the site:

_X_ deciduous tree: alder, maple, aspen, other
_X_ evergreen tree: fir, cedar, pine, other
_X_ shrubs
_X_ grass
____ pasture
____ crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____ water plants: water lily, eelgrass, milfoil, other
____ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

All existing vegetation, including trees, shrubs, and grass, within the disturbed area will be removed. Vegetation outside of the planned disturbed areas will be protected to the greatest extent practicable.

c. List threatened and endangered species known to be on or near the site.

According to the Washington State Department of Natural Resources Online Data Explorer, there are no known threatened or endangered plant species within the project site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The proposed development will include two open space tracts, totaling ±25,897-square-feet in size. Existing native landscaping will be retained to the greatest extent practicable, and site landscaping will be installed with this project. Native and naturalized plants will be used for the proposed site landscaping and street trees will be installed with this project. Additionally, future homeowners will landscape their individual lots.

e. List all noxious weeds and invasive species known to be on or near the site.

Himalayan Blackberry is found on and near the site.

5. Animals

a. List any birds and other animals which have been observed on or near the site or are

known to be on or near the site.

Animals that are known to be on or near the site are rabbits, squirrels, rodents, hawks, songbirds, and crows.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site.

According to the Washington State Department of Fish and Wildlife PHS, there are no mapped threatened or endangered species known to be on or near the site.

c. Is the site part of a migration route? If so, explain.

The site is located within what is commonly referred to as the Pacific Flyway. This Flyway is the general migratory route for various species of ducks, geese, and other migratory waterfowl. Neotropical birds, such as Robins, may seasonally utilize or be near the site.

d. Proposed measures to preserve or enhance wildlife, if any:

Vegetation outside of the proposed disturbed area will be protected to the greatest extent practicable. Onsite open space tracts will also be protected with this project and landscaping will be installed on the residential lots which will provide potential for additional habitat.

e. List any invasive animal species known to be on or near the site.

No invasive animal species are known to be on or near the site.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity and potentially natural gas will be used for the completed project. Electricity will be used for standard residential uses such as heating or cooling, lighting, electric vehicle charging, and for other household appliances.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No, it is not anticipated that the project will affect adjacent properties potential use of solar energy.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

All construction on-site will be designed to comply with the Washington State Energy Code and the adopted version of the International Building Code and City of Camas Municipal Code as applicable to this project.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Heavy equipment and a variety of materials will be utilized to construct the project. Environmental hazards are limited to standard risks associated with residential construction. Beyond site construction, no known environmental health hazards are associated with this project.

1) Describe any known or possible contamination at the site from present or past uses.

There is no known contamination at the site from present or past uses.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no known existing hazardous chemicals or conditions that might affect the project development.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Typical construction materials will be used during the construction phase, which may include gas, diesel, and oil. Future homeowners may store and use toxic or hazardous chemicals such as gasoline or household cleaning chemicals.

4) Describe special emergency services that might be required.

Emergency services are expected to be typical of a residential subdivision, and no special emergency services are anticipated with this project. The project area is within City of Camas jurisdiction and is currently served by fire, police, and EMS providers.

5) Proposed measures to reduce or control environmental health hazards, if any:

All contractors will be expected to comply with all applicable local, state, and federal regulations related to the project's construction and operations. It is anticipated that all construction will be inspected according to the applicable requirements and standards.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

There are existing traffic noises from local streets, as well as noise from the surrounding existing residential homes. It is not anticipated that these noises will affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction on the site will create short-term construction noise. Construction activities will not occur after 7 p.m. or before 7 a.m. as required by CMC. Visitors, residents, mail delivery, deliveries, and solid waste and recycling vehicles will create some noise in the long term. Other long-term noise sources include typical residential noises, such as small power tools, including, but not limited to, gas-powered equipment used for site and landscape maintenance.

3) Proposed measures to reduce or control noise impacts, if any:

Construction on the site will take place during normal construction hours as allowed by the City of Camas (CMC 9.32.050(A)).

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The site is currently used as a single-family residence. The site is surrounded by similar single-family residential uses on all sides. It is not anticipated that the project development will affect the current land uses or the adjacent

properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

It does not appear that commercial farming, agricultural uses, or forestland uses have occurred on-site in the last 20 years. No agricultural or forest land of long term significance will be converted with this project.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No, the project will not affect or be affected by surrounding working farms or forest land.

c. Describe any structures on the site.

The existing onsite structures include one house, one shop, and one shed.

d. Will any structures be demolished? If so, what?

Yes. All onsite structures will be demolished with this project.

e. What is the current zoning classification of the site?

The project site is zoned Residential-6,000 (R-6).

f. What is the current comprehensive plan designation of the site?

The current comprehensive plan designation for the site is SFH.

g. If applicable, what is the current shoreline master program designation of the site?

The site is not within a shoreline master program designation area.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

According to Clark County GIS, there are no on-site critical areas within the project area.

i. Approximately how many people would reside or work in the completed project?

The applicant is proposing to construct 32 single-family homes. ±90 people are expected to reside in the completed project. The figure was derived from multiplying the total number of lots by 2.8 (persons per single family household); the State of Washington Department of Ecology standard calculation for occupancy rates utilized in instances when the exact number is not yet known.

j. Approximately how many people would the completed project displace?

There is one existing single-family home on site; however, the home is currently vacant. Therefore, no people will be displaced with this project.

k. Proposed measures to avoid or reduce displacement impacts, if any:

The project will result in a net increase in the number of housing units available on the project site.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project will meet the applicable Washington State and CMC requirements. The project will also obtain approval through the City of Camas Type III Subdivision Review and Final Engineering review processes.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

The project will meet the applicable Washington State and CMC requirements. The project will also obtain approval through the City of Camas Type III Subdivision Review and Final Engineering review processes.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

The proposed project is for the creation of 32 single-family residential lots. The future homes constructed on the new lots will be middle-income units.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

One middle income housing unit will be eliminated with this project.

c. Proposed measures to reduce or control housing impacts, if any:

The project will positively contribute to the community by providing additional housing supply. Applicable park, school, and traffic impact fees will provide mitigation for impacts of the new subdivision.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

No buildings are proposed with this application; therefore, the height of the future homes is unknown, however, the homes will not exceed the 35-foot maximum height allowed in the R-6 zoning district.

b. What views in the immediate vicinity would be altered or obstructed?

Views across the site will be altered with the full build-out of the project, and adjoining properties may be able to see some of the future residences.

c. Proposed measures to reduce or control aesthetic impacts, if any:

The proposed development will meet the applicable zoning and building requirements of City of Camas. The project will also obtain approval through the City of Camas Type III Subdivision Review and Final Engineering review, and building permit review processes. These measures are intended to control aesthetic impacts.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Typical residential lighting (vehicle headlights and residential home lighting); and streetlights will light the area in the nighttime hours.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

The installation of illuminated materials for the project will be done in such a way as to minimize dispersion offsite. The light and glare from this project will not create a safety hazard.

c. What existing off-site sources of light or glare may affect your proposal?

There are no known existing off-site sources of light or glare that will affect the project.

d. Proposed measures to reduce or control light and glare impacts, if any:

Lighting for the proposed development will comply with the City of Camas lighting standards for glare reduction, light levels and fixture types, and conform to the photometric and light detail plans included as part of the review process.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

The following designated and informal recreational opportunities

- Lacamas Regional Park is ±0.28 miles to the southwest.
- Lacamas Heights Park is ±0.51 miles to the northwest.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No existing recreational uses are being displaced with this project.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Open space tracts will be created with this project for the benefit of the community, a segment of regional trail T-27 identified in the Camas Parks, Recreation, and Open Space Plan will be constructed, and the Applicant will pay required Park Impact Fees.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

According to the Archaeological Predeterminations completed by AAR, dated September 18, 2025, and March 13, 2026, there is one structure on-site that is over 45 years old. The structure was photographed in the field and research was completed to establish its construction date, style, and resource type. AAR's Architectural Historian, Aimee Finley, M.S., documented the historical structure and assessed its eligibility to be listed on the National Register of Historic Places (NRHP). The information gathered was used to complete a historic property inventory (HPI) report for the structure.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Under AP No. 2025-88 issued by the Washington DAHP, AAR conducted archaeological investigations at pre-contact site 45CL1619 on a property proposed to be developed into the Uhacz residential subdivision. The investigations included a surface inspection and the excavation of four QTUs and three TUs. In all, 4 square meters of site area was exposed and approximately 2.8 cubic meters of site sediment was processed. Archaeological materials were encountered on-site; however, the excavations did not identify cultural features, faunal or floral remains, or FCR. It is AAR's opinion that site 45CL1619 is not a good candidate for additional hand excavations as it is unlikely that such studies would yield additional cultural material that would alter or change current interpretations of the site. AAR recommends monitoring development-related ground disturbances in the central part of the site, where the densest cultural material was recovered, to ensure that cultural remains or deposits that could change the assessment of the

site's importance are not disturbed or destroyed.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

AAR field investigations were conducted between January 17 and 30, 2026, under DAHP AP No. 2025-88. They began with an inspection of the ground surface of the site. During the inspection, archaeologists walked transects spaced no more than 5 meters apart and closely examined the ground surface for artifacts. (TUs) that measured 1-by-1 meter were excavated throughout the site. Placement of the excavation units was partly guided by the results of AAR's previous investigation, with several units placed near STPs that contained a high density of artifacts. The units were excavated in 10-cm arbitrary levels to depths that ranged from 50 to 90 cm below surface, or to 20 cm below the depth of the last artifact. All excavated sediment was sifted through one-eighth-inch mesh hardware cloth. Collected artifacts were separated and bagged by level in each unit. Information from each excavation level was recorded on unit-level records, including the unit provenience, depth range, excavation technique, a plan sketch (where appropriate), and a detailed soil description. At least one wall of each QTU and TU was drawn and photographed. Profile documentation used guidelines outlined by the Soil Survey Staff and was consistent with the North American Stratigraphic Code. Sediment colors were recorded using a Munsell soil color chart.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

In the event that archaeological materials, Indian cairns, or human remains are encountered during the development of the properties, all construction activities will stop in the vicinity of the finds. The Applicant will then immediately notify the planning official and the Washington State DAHP. Procedures outlined under Washington Administrative Code (WAC) 24-28-020 will be followed and work will not resume until mitigation measures have been agreed upon.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The subject site is currently served by SE 15th Street to the north and NE 41st Avenue is stubbed to site's east boundary. South of the site is NE Woodburn Drive; however, no site access is available from NE Woodburn Drive. Upon completion of this project, site access will be gained exclusively through NE 41st Avenue. The planned road network has been designed to provide pedestrian and vehicular circulation.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The subject site is not served by public transit. The nearest transit stop is about 1.30 miles south of the site near the intersection of NE 3rd Avenue and SE Crown Road.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

Each single-family lot will be provided with a minimum of two parking spaces (one driveway space and one garage space). Six additional parking spaces located in common tracts will be dispersed throughout the development. There is one existing single family home on-site that provides at least four parking spaces (two garage spaces and two driveway spaces). All existing on-site parking spaces will be eliminated with this project.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Three new local access roads will be constructed with this project. NE 41st Avenue will be extended into the site and NE 40th Avenue and NE 275th Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road.

NE Woodburn Drive is an existing public road to the south of the site. A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive with this project. A 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface will be installed on the north side of NE Woodburn Drive with this project. The planned improvements to NE Woodburn Drive will end ±8 feet short of the site's west boundary to protect an off-site tree that is ±7 feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide.

Seven feet of right-of-way will be dedicated to SE 15th Street with this project. Due to the limited frontage width, no improvements to SE 15th Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No, the project will not use or occur in the vicinity of water, rail, or air transportation.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The Applicant's transportation engineering consultant, Kittelson & Associates, prepared a TIS for the project. Trip generation was calculated for the 32-lot subdivision using the ITE Trip Generation Manual 12th Edition. The TIS states the project will generate 302 Average Daily Trips (ADT) with 27 a.m. peak hour trips and 34 p.m. peak hour trips. The TIS recommends the Applicant pay applicable City of Vancouver proportional share fees and does not recommend any other on-site or off-site improvements. It is unknown how many of those trips will be truck trips.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No, it is not anticipated that the project will interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area.

h. Proposed measures to reduce or control transportation impacts, if any:

The applicant will pay all applicable transportation impact fees and proportionate share fees for the project. Additionally, this project will dedicate rights-of-way and construct streets to serve the proposed subdivision.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

Yes, the addition of 32 new single-family homes will result in an increased need for public services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

This project will construct new public roads and utilities, including fire hydrants. The project is required to pay proportionate share fees and impact fees for traffic, schools, and park facilities. Additionally, the project will pay system development charges, property taxes and other municipally imposed taxes and fees. Combined these measures will aid in offsetting the impacts this project will have on public services.

16. Utilities

a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Water – City of Camas
Sanitary Sewer – City of Camas
Electricity – Clark Public Utilities
Refuse – Waste Connections
Communication – Comcast, Lumen
Natural Gas – Northwest Natural

Water service will be extended into the site from an existing water main in NE 41st Avenue. That water main will then be looped through the site and connect to an existing water main in NE Woodburn Drive. All lots will be provided with individual water meters and services, and all water improvements will be designed and constructed per City of Camas engineering standards. Sanitary sewer service for the site will be provided by new on-site sanitary sewer mains. There is an existing sanitary sewer main in NE Umatilla Street that will be extended northwest into the site within NE Woodburn Road right-of-way and connect with the proposed main that will be constructed in NE 275th Avenue. New sanitary sewer mains will also be constructed in NE 40th Avenue, NE 41st Avenue, Tract B, Tract C, and Tract D. Sanitary service laterals will be extended to each lot and all sanitary sewer improvements will be designed and constructed to City of Camas engineering standards. Power and communication lines will also be extended into the project within public utility easements. Natural gas is available at the site, but it has not been determined if it will be used for the project at this time.

Signature

Under the penalty of perjury, the above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee: Michael Andreotti

Position and Agency/Organization: Land Use Planner / AKS Engineering & Forestry

Date Submitted: March 2026

5. Preliminary Stormwater Technical Information Report (TIR)

Uhacz Subdivision
(PA25-1036)

Preliminary Stormwater Technical Information Report (TIR)

Date: March 2026

Submitted To:
City of Camas
Community Development Department
616 NE 4th Avenue
Camas, WA 98607

Applicant:
Romano Capitol, Inc.
4660 NE 77th Avenue, Suite 200
Vancouver, WA 98662
(360) 904-4759 | stacey@romanofinancial.com

Engineering Contact:
Colin Shackelford, PE
(360) 882-0419 | shackelfordc@aks-eng.com

Prepared By:
AKS Engineering & Forestry, LLC
9600 NE 126th Avenue, Suite 2520
Vancouver, WA 98682

AKS Job Number: 12533

AKS ENGINEERING & FORESTRY

www.aks-eng.com

Certificate of the Engineer

Uhacz Subdivision
Camas, Washington
Preliminary Technical Information Report

This Technical Information Report (TIR) and the data contained herein were prepared by the undersigned, whose seal, as a Professional Engineer licensed to practice as such, is affixed below. All information required by Camas Municipal Code (CMC) Chapter 14.02 is included in the proposed stormwater plan, and the proposed facilities are feasible.



03/13/2026

Contents

Section A – Project Overview **1**
Section A.1 – Site Location 1
Section A.2 – Site Topography and Critical Areas 1
Section A.3 – Existing On-Site Stormwater System 1
Section A.4 – Site Parameters That Influence Stormwater Design 1
Section A.5 – Adjacent Property Drainage 2
Section A.6 – Adjacent Site Areas 2
Section A.7 – General Project Stormwater Description 2
Section B – Minimum Requirements **2**
Section B.1 – Determination of Applicable Minimum Requirements 2
Section C – Soils Evaluation **4**
Section C.1 – Soil Suitability for Low Impact Development BMPs 4
Section C.2 – Water Table Information 4
Section C.3 – Soil Parameters 4
Section C.4 – Infiltration Rate Testing 4
Section C.5 – Complex Soil Conditions 5
Section D – Source Control **5**
Section E – On-Site Stormwater Management BMPs **5**
Section F – Runoff Treatment Analysis and Design **5**
Section G – Flow Control Analysis and Design **6**
Section H – Wetland Protection **7**
Section I – Other Permits **7**
Section J – Conveyance System Analysis and Design **7**
Section K – Off-Site Analysis **7**
Section L – Conditions of Approval **7**
Section M – Special Reports and Studies **7**
Section N – Maintenance and Operations **7**

Tables

Table B-1: Proposed Hard Surface and Landscaping 3
Table B-2: Pollution-Generating Surfaces 3
Table B-3: Non-Pollution-Generating Surfaces 3
Table B-4: Effective Hard Surfaces 3
Table F-1: Water Quality Flow Rate 6

Appendices

Appendix A: Map Submittals
Appendix B: New Development Flow Chart
Appendix C: Development Plans
Appendix D: Stormwater Basin Plans
Appendix E: WWHM Analysis (Pond)
Appendix F: WWHM Analysis (Water Quality)
Appendix G: Geotechnical Reports

References

2024 Stormwater Management Manual for Western Washington, (Ecology Publication No. 24-10-013, July 2024) – “SWMMWW”

Preliminary Stormwater Technical Information Report (TIR)

UHACZ SUBDIVISION
CAMAS, WASHINGTON

Section A – Project Overview

This report analyzes the effects the proposed development will have on the existing stormwater conveyance system; documents the criteria, methodology, and informational sources used to design the proposed stormwater system; and presents the results from the preliminary hydraulic analysis. Any changes to the proposed site and its effects on the hydraulic analysis, associated models and facility designs will be outlined and provided in the final technical information report.

Section A.1 – Site Location

The Uhacz Subdivision project site is addressed at 27429 SE 15th Street, Camas, WA 98607 and is a total of 6.98 acres in size. The site is composed of Clark County Parcel Number 178413-000 within the southwest quarter of Section 36, Township 2 North, Range 3 East, Willamette Meridian. The parcel is zoned Single Family Residential (R1-6) and contains an existing single family residence on-site. The site will be accessed from the East via NE 41st Avenue.

Section A.2 – Site Topography and Critical Areas

The site slopes generally to the Southeast, with a relatively flat ridge running through the upper center of the site. There is a small portion on the North side of the site that slopes down to the Northwest corner of the site. See appendix D for pre-developed basin map. Slopes on site range from 0.5 – 40 percent. The site is mostly covered in field grass and brush, with an existing single-family residence located near the center of the west property line. The site is within a Category 2 Critical Aquifer Recharge Area (CARA) and contains steep slopes greater than 15%, but does not contain any wetlands, critical species or habitat area, landslide areas, streams, shoreline area, or any other environmental constraints.

Section A.3 – Existing On-Site Stormwater System

Existing stormwater on site primarily disperses or sheet flows Southeast to the NE Woodburn Drive right-of-way, entering a curb inlet catch basin owned by the City of Camas and ultimately discharging to a tributary stream of Lacamas Creek. A small portion of the stormwater on the North side of the site flows Northeast to a local on-site low point, where it is captured by an existing driveway-adjacent 8” concrete culvert and conveyed North to discharge in the existing ditch within the SE 15th Street right-of way. An existing stormwater outfall from an adjacent property (Parcel No. 178417-000) exists on site and drains to this same local on-site low point.

Section A.4 – Site Parameters That Influence Stormwater Design

As previously discussed, the existing site conditions generally drain toward the Southeast of the site. The selected placement of the stormwater facilities and their respective outlets are designed to maintain the existing natural drainage path. These facilities and these locations are discussed in further detail subsequently in this report and can be found in proposed development plans, attached in Appendix C. Per the project geotechnical report completed by Columbia West Engineering, Inc (Columbia West) dated June 17, 2025, the native soil meets the classification criteria of WWHM Soil Group 4, and is not suitable for the design of infiltration facilities. Per Columbia West’s recommendation, infiltration is not feasible on site and was the primary factor in determining water quality and quantity BMPs to be used on site. Further

information on the native soil conditions is discussed subsequently in this report and within the project geotechnical report, attached in Appendix G.

Section A.5 –Adjacent Property Drainage

Apart from Parcel No. 178417-000 to the West, adjacent properties do not or minimally drain to the project site, and any off-site runoff has been determined as nominal for purposes of the preliminary stormwater model. Parcel 178417-000 to the West is undeveloped and does not have on-site stormwater infrastructure. Parcels along the East property line are developed and include their own stormwater infrastructure. To the North of the site, SE 15th Street and adjacent parcels drain away from the project site. To the South of the site, NE Woodburn Drive includes stormwater infrastructure; therefore, stormwater does not drain on-site from the street frontage.

Section A.6 –Adjacent Site Areas

The proposed development is bounded to the West by an undeveloped parcel, zoned Single Family Residential (R1-6). Similarly, adjacent properties to the north are undeveloped and zoned Single Family Residential (R1-6). To the East, adjacent properties are a part of a recently developed residential subdivision zoned Residential-6,000 (R-6). To the Northwest and South, the site fronts SE 15th Street and NE Woodburn Drive, respectively.

Section A.7 – General Project Stormwater Description

Proposed improvements for the development include 32 single-family lots, public and private streets, utilities, and associated site improvements. As previously discussed, the current drainage on site is encompassed within a primary existing basin (1X) that ultimately discharges at the Southeast corner of the site, and a secondary existing basin (2X) that discharges at the Northwest corner of the site. This pattern will be maintained with the proposed site improvements. The site is modeled as one threshold discharge area (TDA), flowing to one point of compliance (POC).

This TDA is comprised of 1 basin referred to as Basins 1S. Basin 2S contains an existing driveway access to the site and will be minimally altered from its existing state. The existing driveway will be blocked from vehicle access at SE 15th Street and reduced in width to be used as a pedestrian trail and a small usable open space area. These subbasins are depicted in the Post Developed Basin plans, attached in Appendix D. Basin 1S contains proposed stormwater quality and quantity facilities to manage runoff.

All runoff from pollution generating surfaces (PGS) and runoff from non-pollution generating surfaces (NPGS) that has a chance to mix with runoff from PGS will be conveyed to a water quality treatment manhole prior to discharge into the detention facility. All water quality and quantity facilities were sized using Western Washington Hydrology Model (WWHM) and reports from these models are included Appendix E and F. The stormwater system is designed per the Stormwater Management Manual for Western Washington (SWMMWW). See the development plans (Appendix C), Stormwater Basin Plans (Appendix D), and WWHM Analysis (Appendix E & F) for location, size, and analysis.

Section B – Minimum Requirements

Section B.1 – Determination of Applicable Minimum Requirements

Proposed land disturbances shall include grading and excavation of unsuitable soils for the construction of lots, streets, sidewalks, parking, and associated utilities. Due to the amount of proposed hard surfaces

(greater than 5,000 square feet), the project is required to meet Minimum Requirements 1 through 9 per Figure I-3.1 of the 2024 SWMMWW, attached for reference in Appendix B.

The following tables summarize each stormwater basin within the project area. See the Stormwater Basin Plans for basin locations (Appendix D).

Table B-1: Proposed Hard Surface and Landscaping

Basin	Existing Hard Surfaces (acres)	New Hard Surfaces (acres)	Replaced Hard Surfaces (acres)	Hard Surface Replaced with Landscape (acres)	Native Vegetation Replaced w/ Landscape (acres)	Total Land Disturbed (acres)
1S	0.359	2.981	0.000	0.000	3.070	6.410
2S	0.113	0.000	0.048	0.020	0.451	0.544

Note: Areas listed are in acres. Assumes 400-square-foot driveways and the maximum 40% lot coverage per lot.

Tables B-2 and B-3 show the mitigated site basins, differentiating between pollution- and non-pollution-generating surfaces. It is important to note that any non-pollution-generating areas directly mixing or having the opportunity to mix with stormwater runoff from pollution-generating surface areas are classified as pollution-generating.

Table B-2: Pollution-Generating Surfaces

Basin	Hard Surfaces (acres)	Pervious Surfaces (acres)	Total Surface Area (acres)
1S	2.69	2.42	5.11
2S	0.00	0.00	0.00

Note: Areas listed are in acres. Assumes 400-square-foot driveways and the maximum 40% lot coverage per lot.

Table B-3: Non-Pollution-Generating Surfaces

Basin	Hard Surfaces (acres)	Pervious Surfaces (acres)	Total Surface Area (acres)
1S	0.65	0.65	1.30
2S	0.09	0.45	0.54

Note: Areas listed are in acres. Assumes 400-square-foot driveways and the maximum 40% lot coverage per lot.

Each developed basin's effective hard surfaces and their applicability for meeting Minimum Requirements 6 through 8 are summarized in Table B-4 below.

Table B-4: Effective Hard Surfaces

Basin	Hard Surface Area (acres)	MR #6 Required (Y/N)	MR #7 Required (Y/N)	MR #8 Required (Y/N)
1S	3.34	Y	Y	N
2S	0.093	N	N	N

Note: Areas listed are in acres. Assumes 400-square-foot driveways and the maximum 40% lot coverage per lot.

Section C – Soils Evaluation

A geotechnical investigation was completed on the project site by Columbia West Engineering, Inc. The project geotechnical report, dated June 17, 2025, summarizes findings and results of the field work and subsequent testing performed with the site investigation. On-site, 8 test pits (TPs) were excavated between 12 and 13.5 feet below ground surface (BGS). Additionally, per The City of Camas requirements, infiltration testing was performed in 3 test pits. Results from these tests and their application to the stormwater system design are explained subsequently in this report and in the project geotechnical report, attached in Appendix G.

Section C.1 –Soil Suitability for Low Impact Development BMPs

Per the recommendations of the geotechnical engineer, the Uhacz Subdivision project is not suitable for stormwater infiltration. Therefore, infiltration BMPs were not viable for flow control, runoff treatment, or list #2 and low impact development (LID) considerations. More information on results of infiltration testing performed on site are included in *Section C.4* below.

Additionally, all disturbed areas will meet post-construction soil quality and quantity requirements per best management practice (BMP) T5.13.

Section C.2 – Water Table Information

Per the project geotechnical report, groundwater seepage was encountered in several test pits between 7 and 11 feet BGS during the site exploration. It is anticipated that no stormwater facilities will be affected by groundwater presence. However, perched groundwater may be present on-site during the wetter months and periods of heavy rain, and dewatering during excavation may be required.

Section C.3 – Soil Parameters

Per Natural Resources Conservation Service (NRCS) Soil Survey of Clark County, Washington, on-site soils consist of the following:

- HcB (Hesson clay loam, 0 to 8 percent slopes), 0.7 percent of the site (Type D soil / WWHM Soil Group 4).
- OIB (Olympic clay loam, 3 to 8 percent slopes), 27.0 percent of the site (Type D soil / WWHM Soil Group 4).
- OID (Olympic clay loam, 8 to 20 percent slopes), 45.3 percent of the site (Type D soil / WWHM Soil Group 4).
- OmE (Olympic stony clay loam, 3 to 30 percent slopes), 27.1 percent of the site (Type D soil / WWHM Soil Group 4).

In general, these soil types exhibit low permeability, and the NCRS soils map is consistent with the near surface soils that were observed on site and documented in the geotechnical report. The NCRS soils map and report are included in Appendix A.

Section C.4 –Infiltration Rate Testing

The project geotechnical report dated June 17, 2025, attached in Appendix G, details the infiltration testing operations conducted on site. Infiltration tests were completed in 3 of the 8 TPs excavated across the site, TP-2, TP-5, and TP-7. In all TPs, tests were conducted at 4 feet BGS, and the infiltration rates were determined to be negligible. Because of this, the site has been classified as WWHM soil group 4, and design on infiltration facilities on site was determined to be infeasible.

Section C.5 – Complex Soil Conditions

A geotechnical report has been prepared and is included with this report (see Appendix G). Existing soil conditions are summarized, and recommendations are presented in relation to site design considerations. All stormwater facility design is predicated upon the findings and subsequent recommendations presented in this report.

Section D –Source Control

Volume IV of the 2024 SWMMWW contains the following applicable source control BMPs for residential development. The source control BMPs and applicable notes to control stormwater runoff impacted by these activities will be included in the Erosion Control Plans and Details and in the Stormwater Pollution Prevention Plan (SWPPP). The project SWPPP will be submitted prior to commencement of any construction activities on the project site.

Section E –On-Site Stormwater Management BMPs

The project is required to adhere to meet Minimum Requirement #5. Figure I-3.3 of the SWMMWW is used to determine the applicable requirements and is attached in Appendix B. Due to the in-situ considerations discussed previously, the project will not achieve the LID Performance Standard. As such, the project is then required to utilize List #2, located in SWMMWW Table I-3.2, to evaluate the feasibility of listed BMPs. All LID BMPs per List #2 are infeasible for the hard surface areas of the project due to soil and site constraints. Full Dispersion (BMP T5.30), Downspout Dispersion Systems (BMP T5.10B), and Sheet Flow Dispersion (BMP T5.12) are not feasible, as site layout constraints do not allow for an appropriate flow path. Along with this, Full Infiltration (BMP T5.10A), Bioretention (BMP T7.30), Perforated Stub-outs (BMP T5.10C), and Permeable Pavements (BMP T5.15) are infeasible, as infiltration rates on-site have been determined as negligible. However, all disturbed areas to remain as pervious surface will meet post-construction soil quality and quantity requirements per BMP T5.13. See BMP Flow Chart, attached in Appendix B.

Section F –Runoff Treatment Analysis and Design

Surface water from pollution-generating surfaces will be treated utilizing Washington Department of Ecology (ECY)-approved manufactured treatment devices. As required per MR #6, at least 91% of the post-developed pollution generating runoff volume, as predicted by a continuous runoff model, will be treated. Lacamas Lake is listed as a category 5-303d waterbody for total phosphorus. This project basin drains to and discharges to a tributary stream of Lacamas Creek, which is ultimately below Lacamas lake and the Round Lake Dam, and therefore will not require phosphorus treatment. However, all preliminary water quality flow rate sizing was done utilizing ECY approved media approved for both basic and phosphorus treatment.

The stormwater treatment structure will be located upstream of proposed detention facility as shown in the proposed development plans, attached in Appendix C. Any non-pollution-generating runoff that has an opportunity to mix with pollution-generating runoff will be considered pollution-generating and conveyed through the treatment devices. Per City of Camas requirements, stormwater treatment structures will not be located within the right-of-way, but within the privately owned and maintained stormwater tracts and easements proposed on site.

As discussed previously, the project site contains one post-developed basin that will undergo treatment. This proposed basin will contain a central water quality manhole structure, directly upstream of the detention facility. This manhole will be used to treat all runoff of pollution-generating surfaces.

Basins 1S also contains non-pollution generating areas that will bypass the proposed treatment manhole. These are on-lot landscape and roof areas that will be captured and conveyed through rear yard storm lines, avoiding any potential mixture with pollutant-laden runoff, and discharge directly into the detention facility. A water quality basin plan delineating these areas has been prepared and attached in Appendix D. All stormwater quality facilities for the site have been designed in compliance with the 2024 SWMMWW. The approximate location of the proposed runoff treatment facility is shown on the development plans located in Appendix D.

Table F-1 below summarizes the offline water quality treatment flow provided with the preliminary structure. All offline water quality treatment flow rates were calculated using the 2012 Western Washington Hydrology Model (WWHM), the approved continuous runoff model. Results of that analysis, including water quality flow rates, is attached in Appendix F.

Table F-1: Water Quality Flow Rate

Proposed Structure	Basin	New Pollutant-Generating Impervious Surface (acres) (WWHM)	New Pollutant-Generating Pervious Surface (acres) (WWHM)	Required Water Quality Flow Rate (cubic feet per second)	Provided Water Quality Flow Rate (cubic feet per second)	Contech StormFilter Cartridges
96" StormFilter Manhole	1S	2.69	2.42	0.4488	0.4620	(11)-27" PHOS

Section G –Flow Control Analysis and Design

The development is required to adhere to MR #7, and all stormwater discharges from the project site are required to meet the flow control performance standard. As such, all mitigated stormwater discharges are designed to meet or exceed this standard, by matching pre-developed discharge rates from 50 percent of the 2-year peak flow up to the full 50-year peak flow.

As previously stated, the project site consists of one main basin with a single TDA and POC. This developed basin contains a proposed stormwater detention pond facility (BMP D.1), designed to capture and mitigate discharge of runoff generated with the post-developed conditions of the site as proposed in the project plans. This facility was designed using the approved continuous runoff model, WWHM, per the requirement of the 2024 SWMMWW. A complete WWHM analysis detailing the proposed facility design and it's performance in successfully meeting MR #7 is attached in Appendix E.

The stormwater detention pond facility is proposed to be located within a stormwater tract and is to be privately owned and maintained. For the proposed location of this Tract and the associated facilities, see development plans attached in Appendix C.

Section H –Wetland Protection

Wetland protection requirements are not applicable to this project since there are no adjacent wetlands that could potentially be impacted by the project.

Section I –Other Permits

A Construction Stormwater General Permit from the Washington State Department of Ecology (ECY) will be obtained prior to construction of this project. The General Permit will encompass all phases of construction.

No additional permits relating to the design of the stormwater system are anticipated.

Section J – Conveyance System Analysis and Design

The proposed system design will include public conveyance pipe and structures located within the right-of-way, and private conveyance pipe and structures located within private stormwater easements on several lots within the project. The contributing area of the site is less than 40 acres in size and the final proposed conveyance systems will be designed for the 10-year, 24-hour peak storm event as required by the 2024 SWMMWW. A complete analysis of the conveyance system will be completed with the final technical information report.

Section K – Off-Site Analysis

Prior to discharge off-site, the proposed project will mitigate all stormwater and potential downstream impacts as required by MRs #1-9 of the 2024 SWMMWW. During construction, all applicable BMPs will be installed as feasible to prevent excessive sedimentation and stream bank erosion and prevent discharge of sediment-laden runoff to City facilities, adjacent properties, or waters of the State. All site stormwater design is centric to the principle of reducing impacts to downstream properties and groundwater sources. The ultimate discharge location for the project is in the Southeast corner of the site and includes an energy dissipating flow.

If site stormwater systems are constructed and maintained properly by the final technical information report and SWPPP, no downstream water quality impacts are anticipated as a result of this development.

Section L –Conditions of Approval

Any applicable conditions of approval as associated with the project's stormwater design will be addressed with the final technical information report.

Section M – Special Reports and Studies

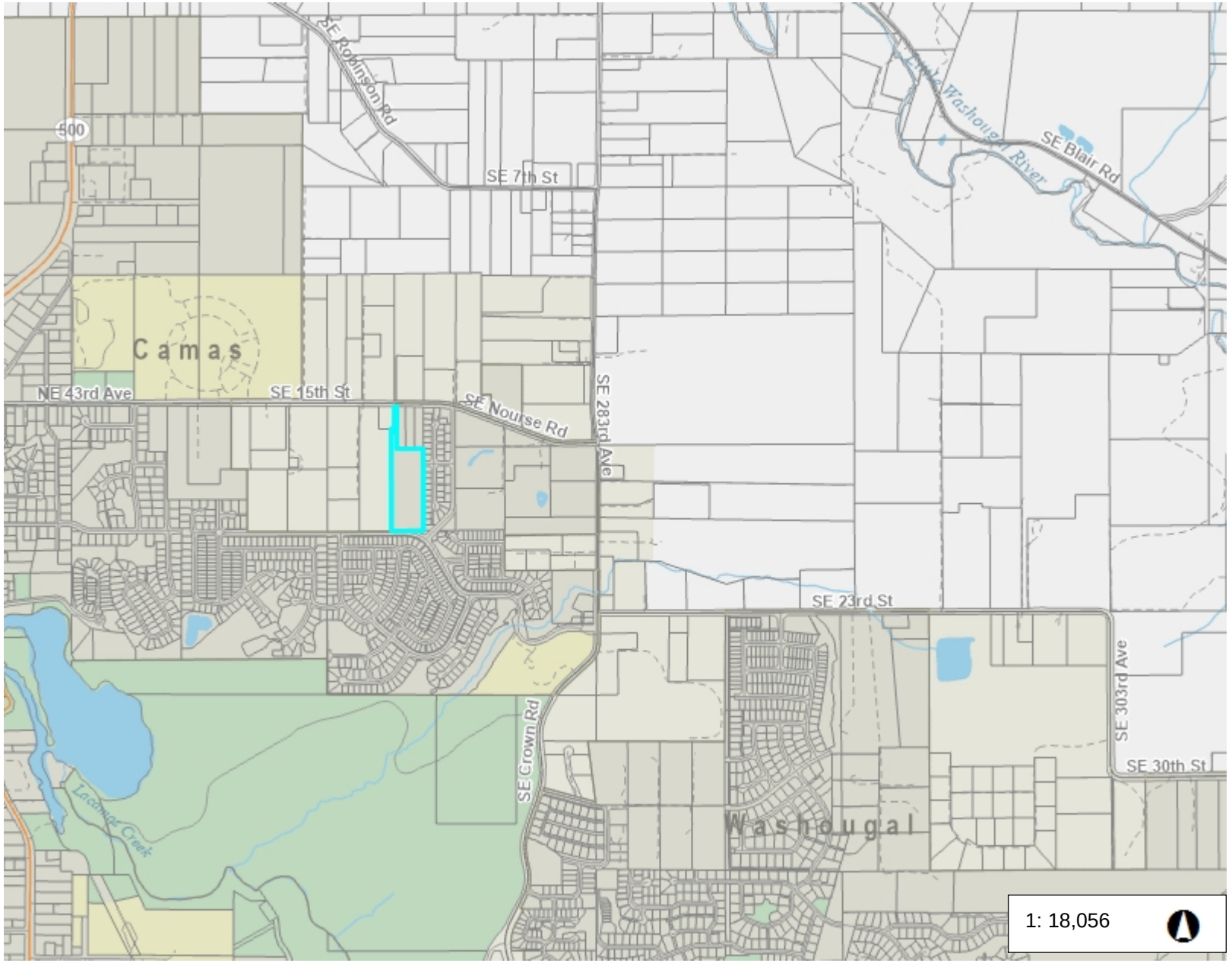
A geotechnical report by Columbia West Engineering, Inc, dated June 17, 2025, is included in Appendix G.

Section N – Maintenance and Operations

A maintenance and operations manual will be completed per the 2024 SWMMWW and will be included with the final technical information report.

Appendix A

12533 Vicinity Map





Legend

- Taxlots

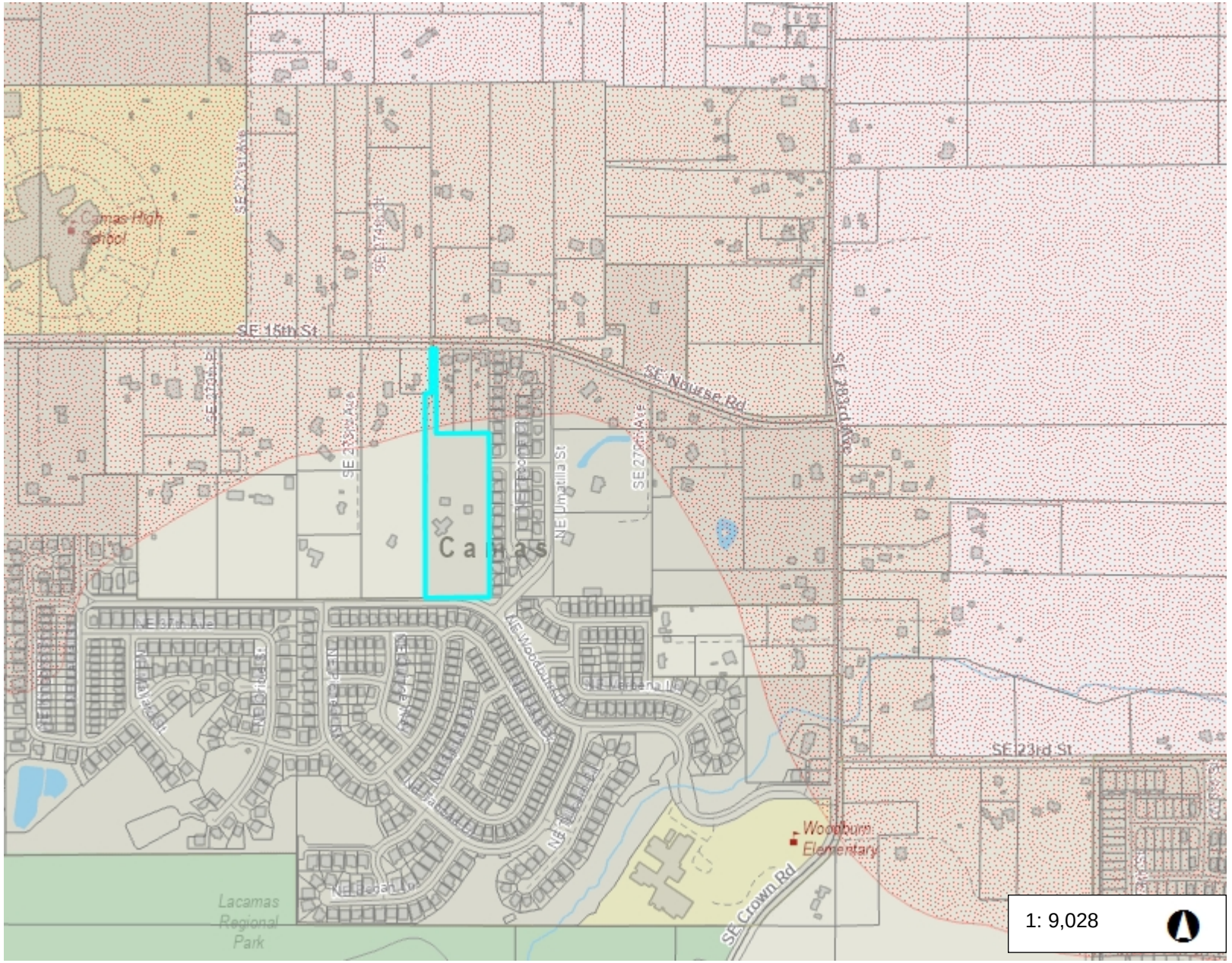
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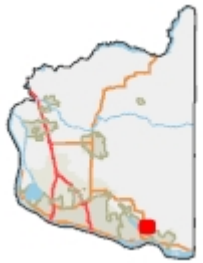
3,009.3 0 1,504.67 3,009.3 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - http://gis.clark.wa.gov

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.

12533 CARA Map





Legend

- Building Footprints
- Taxlots
- Critical Aquifer Recharge Area
  - Category 1 Recharge Areas
  - Category 2 Recharge Areas
  - Critical Aquifer Recharge Area (Var
  - Within 1900 foot buffer (Vancouver)

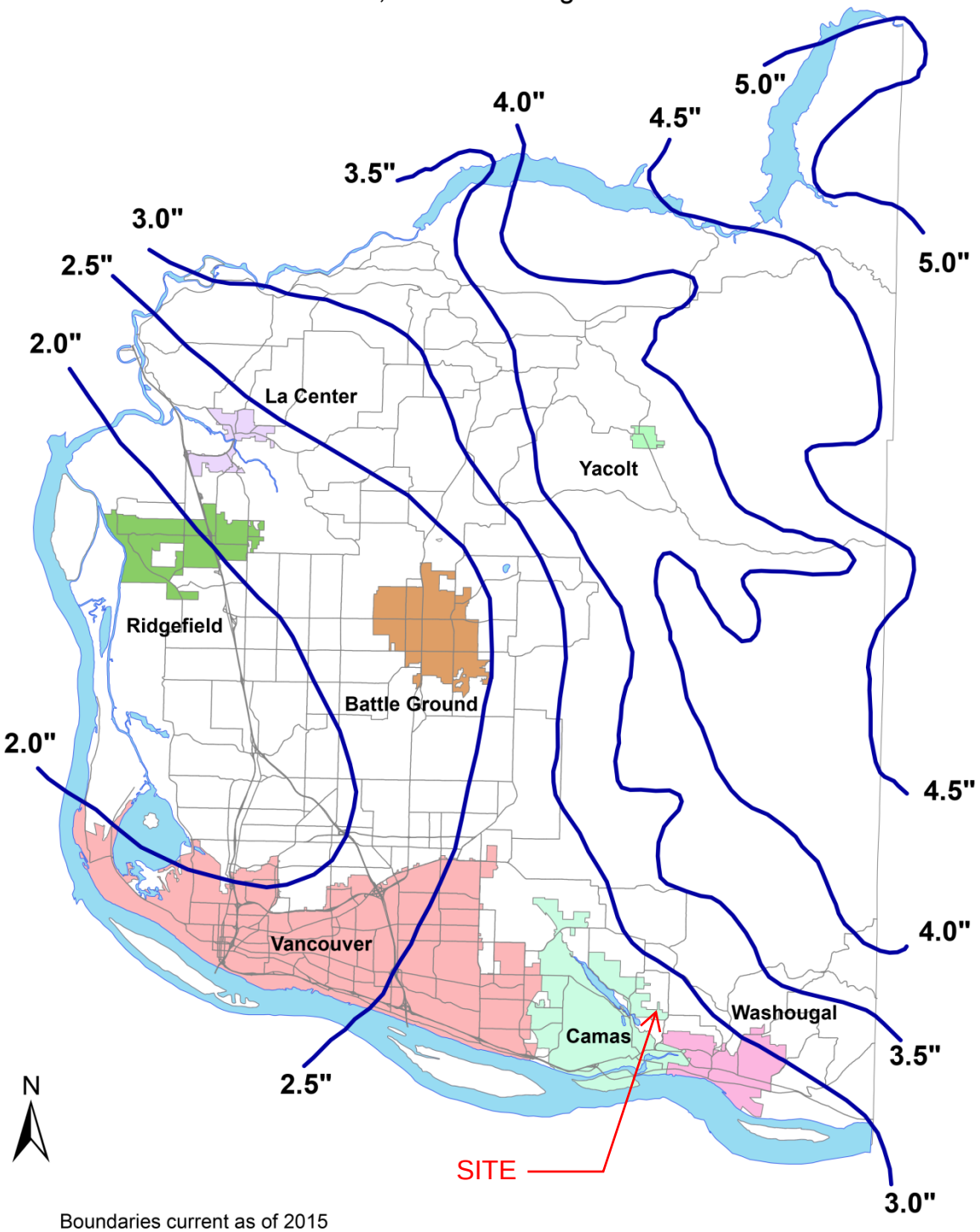
Notes:

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WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - http://gis.clark.wa.gov

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.

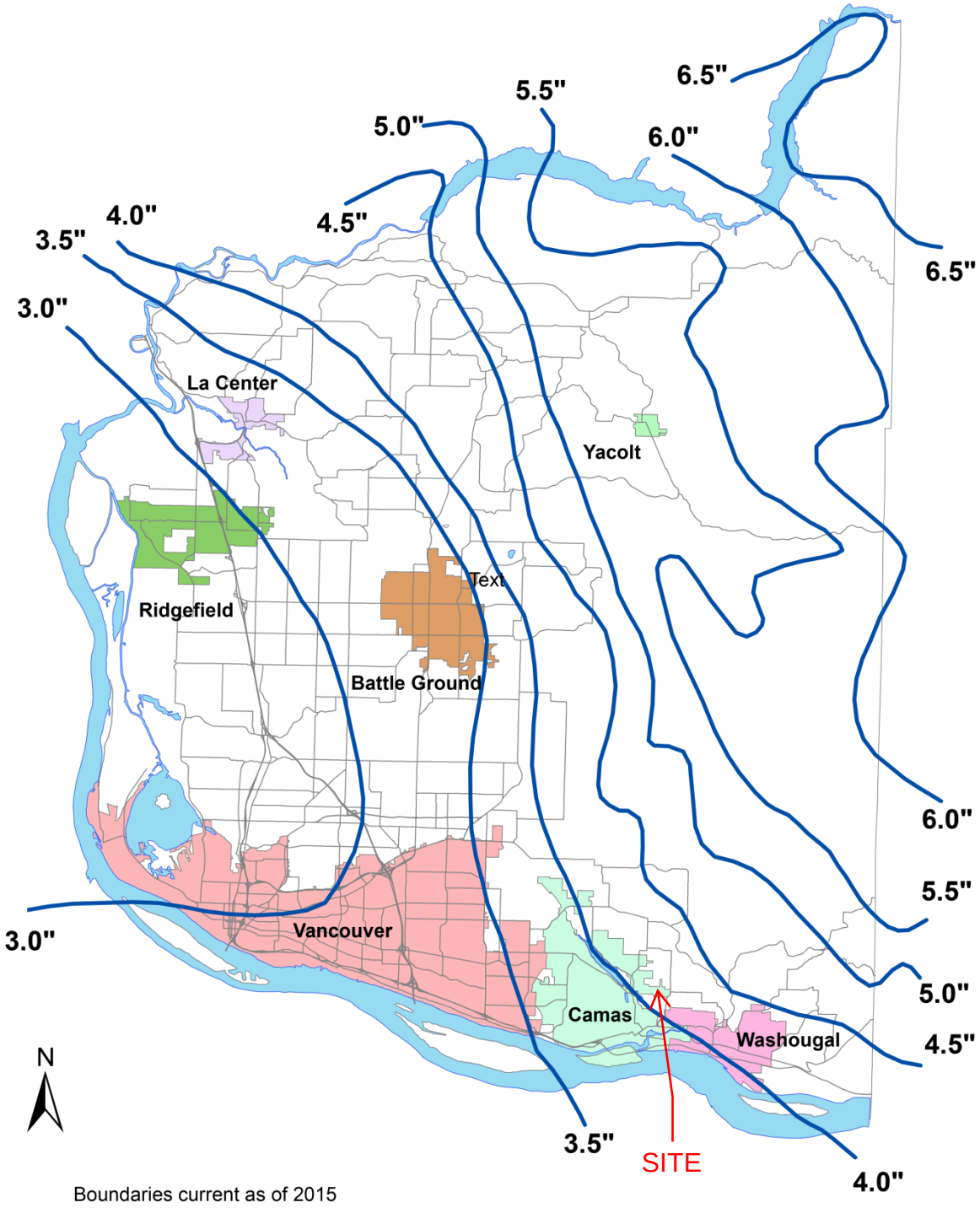
Isopluvial Map for Clark County
2-Year, 24-Hour Design Storm



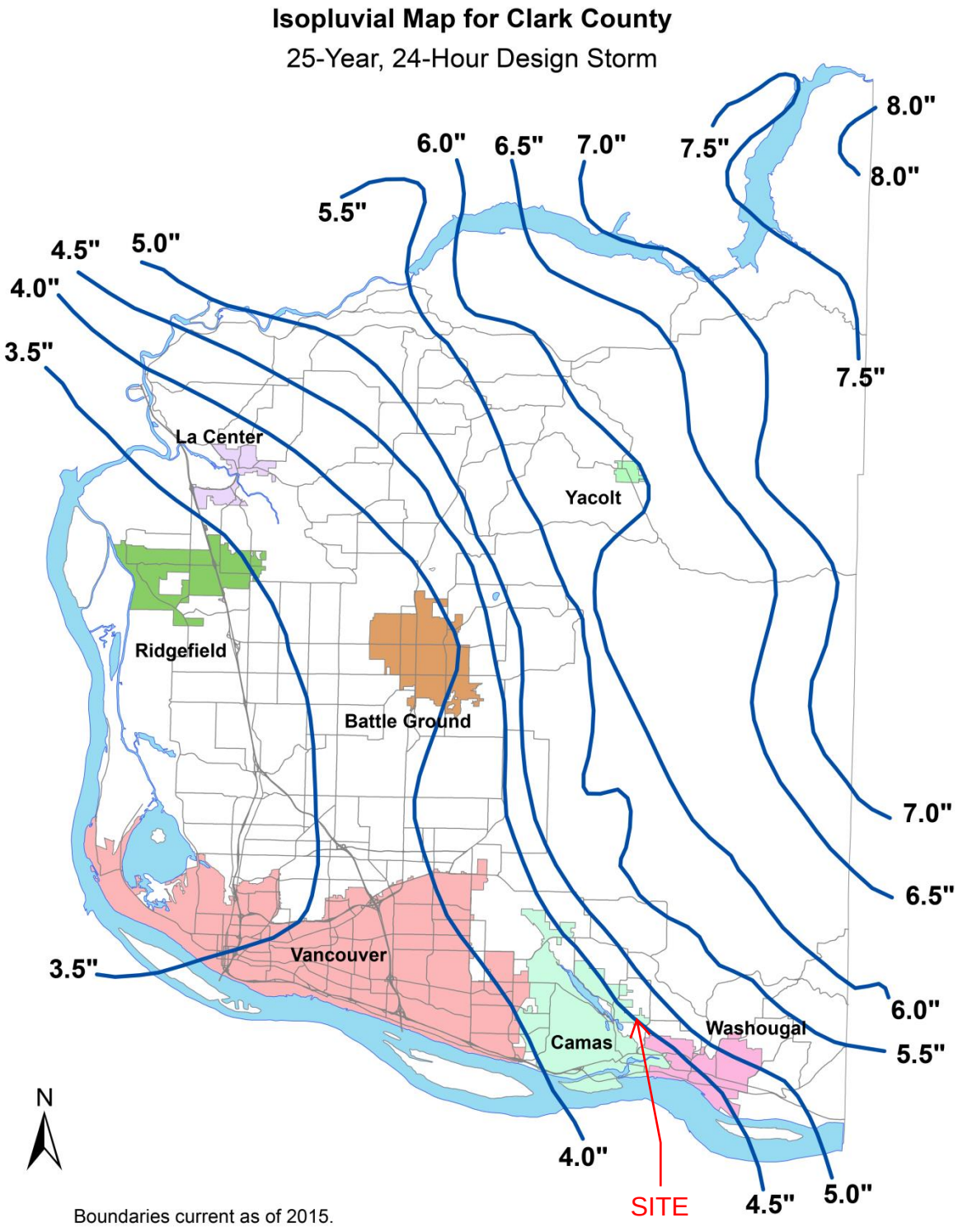
Boundaries current as of 2015

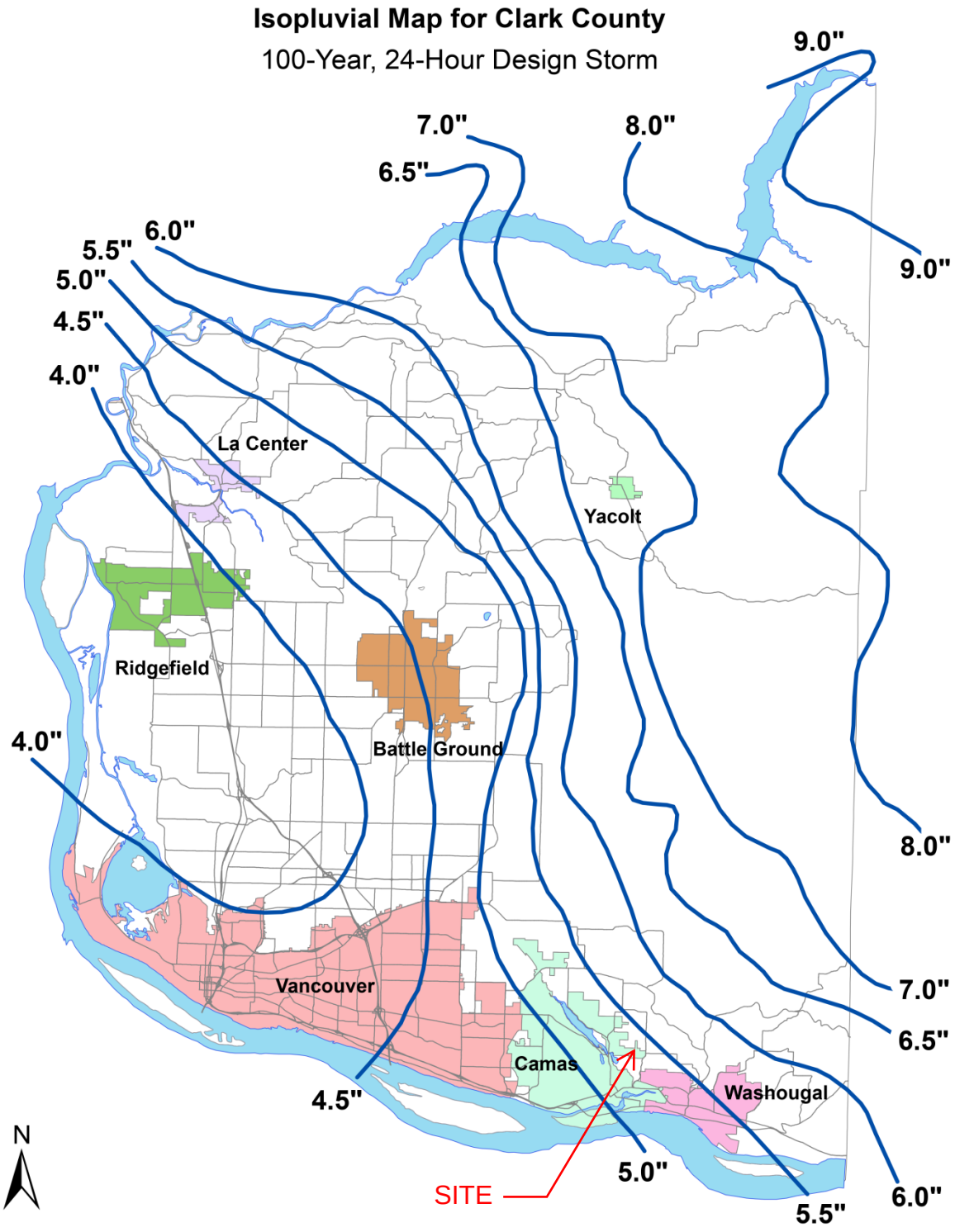
Isopluvial Map for Clark County

10-Year, 24-Hour Design Storm



Boundaries current as of 2015


Isopluvial Map for Clark County
25-Year, 24-Hour Design Storm
8.0"
8.0"
7.5"
6.0"
6.5"
7.0"
7.5"
5.5"
4.5"
5.0"
4.0"
3.5"
La Center
Yacolt
Ridgefield
Battle Ground
7.0"
6.5"
Vancouver
3.5"
6.0"
Washougal
Camas
5.5"
N
4.0"
SITE
4.5"
5.0"
Boundaries current as of 2015.



Boundaries current as of 2015.

Soil Map—Clark County, Washington
(12533 Uhacz Subdivision)



Map Scale: 1:2,290 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 30 60 120 180

Feet: 0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Clark County, Washington
Survey Area Data: Version 23, Aug 28, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

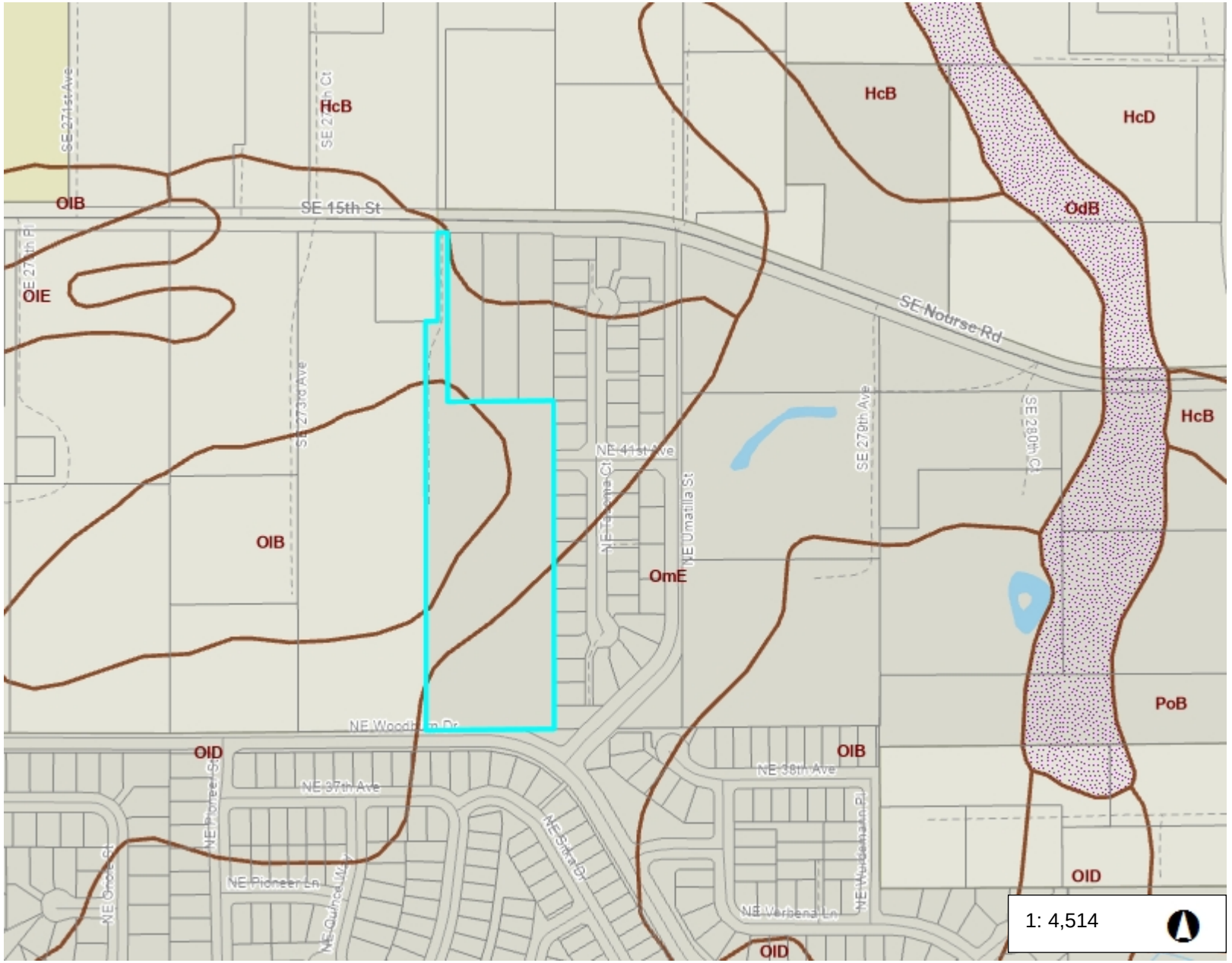
Date(s) aerial images were photographed: Sep 26, 2022—Oct 11, 2022

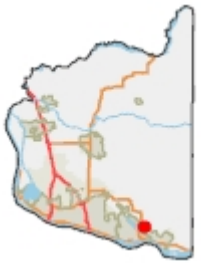
The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
HcB	Hesson clay loam, 0 to 8 percent slopes	0.1	0.7%
OlB	Olympic clay loam, 3 to 8 percent slopes	1.9	27.0%
OlD	Olympic clay loam, 8 to 20 percent slopes	3.2	45.3%
OmE	Olympic stony clay loam, 3 to 30 percent slopes	1.9	27.1%
Totals for Area of Interest		**7.2**	**100.0%**

12533 Soils Map





Legend

- Taxlots
- Soil Type
- Hydric Soils

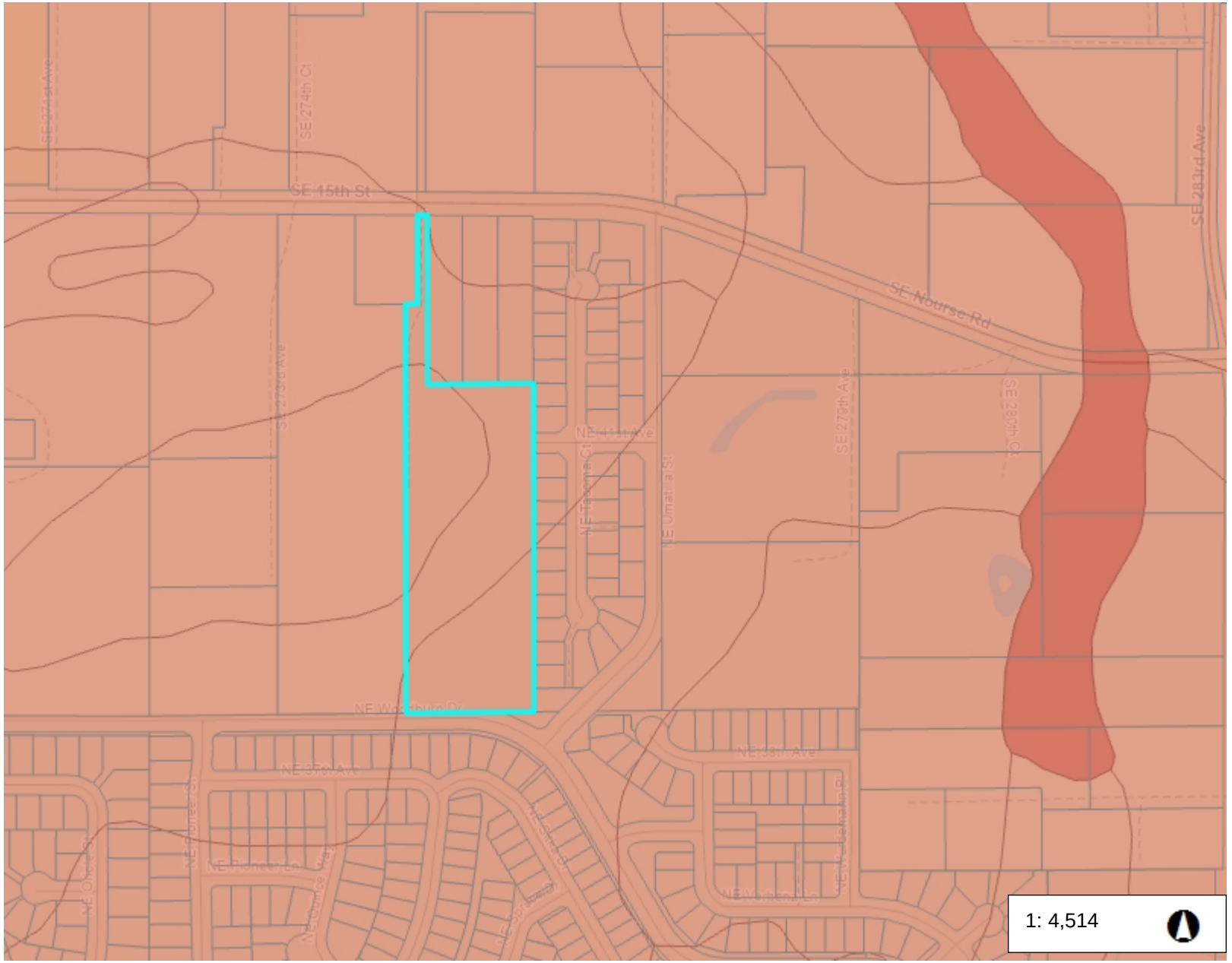
Notes:

752.3 0 376.17 752.3 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - http://gis.clark.wa.gov

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.

12533 WWHM Soil Map





Legend

- Taxlots
- WWHM Soil Group
  - 1 - Excessively drained soils
  - 2 - Well drained soils
  - 3 - Moderately drained soils
  - 4 - Poorly drained soils
  - 5 - Wetland soils
  - Unknown

Notes:

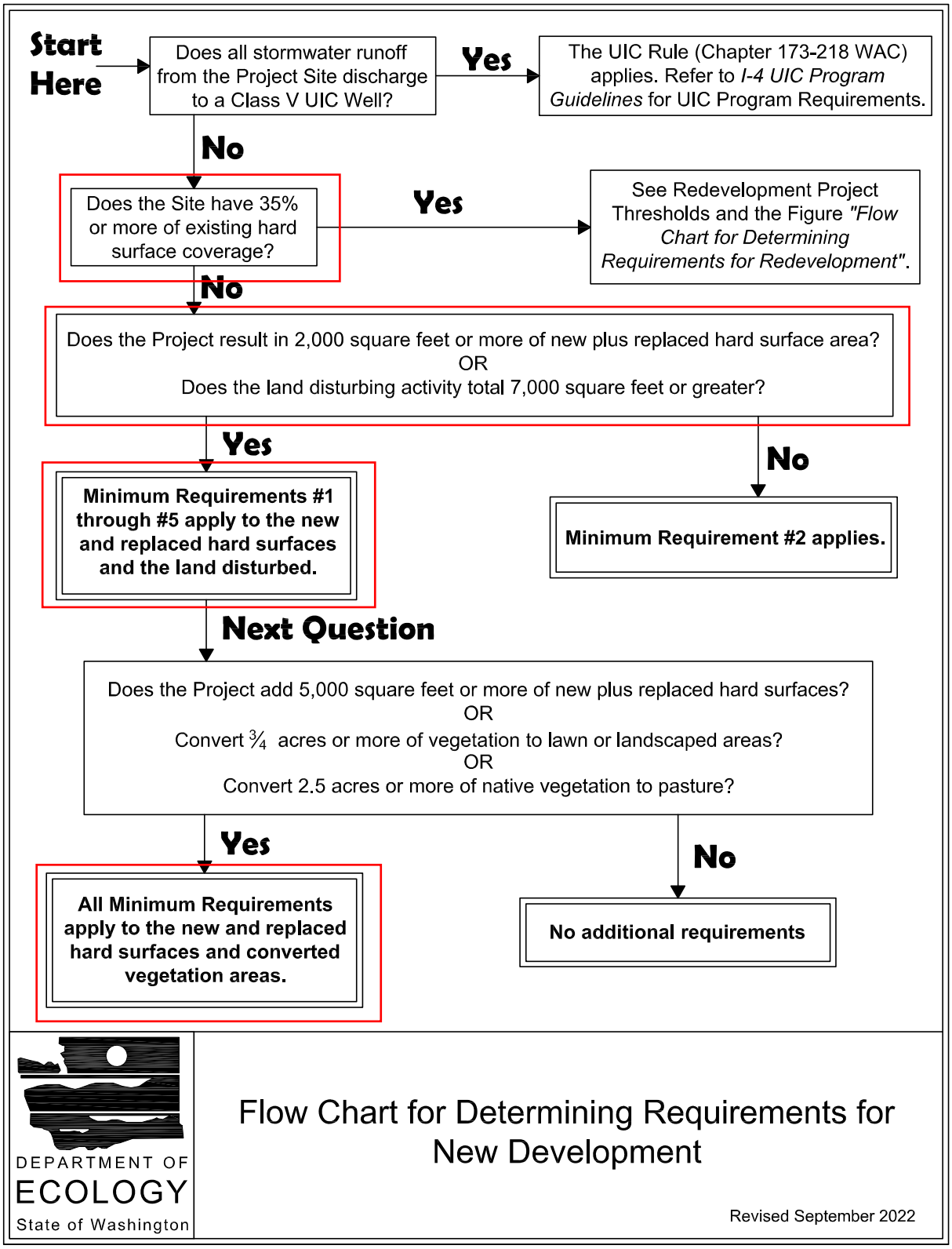
752.3 0 376.17 752.3 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Clark County, WA. GIS - http://gis.clark.wa.gov

This map was generated by Clark County's "MapsOnline" website. Clark County does not warrant the accuracy, reliability or timeliness of any information on this map, and shall not be held liable for losses caused by using this information. Taxlot (i.e., parcel) boundaries cannot be used to determine the location of property lines on the ground.

Appendix B

Figure I-3.1: Flow Chart for Determining Requirements for New Development



b. If the 100-year peak discharge, as estimated using an approved continuous runoff model using 15-minute time steps, is less than or equal to 0.75 cfs under existing conditions and will remain less than or equal to 0.75 cfs under developed conditions, then the concentrated runoff may be discharged through a dispersal trench, such as those described in V-1.4.3 Outfall Systems, or other dispersal system, provided the applicant can demonstrate that there will be no significant adverse impact to downhill properties or drainage systems.

c. If the 100-year peak discharge, as estimated using an approved continuous runoff model using 15-minute time steps, is greater than 0.75 cfs for either existing or developed conditions, or if a significant adverse impact to downgradient properties or drainage systems is likely, then a conveyance system must be provided to convey the concentrated runoff across the downstream properties to an acceptable discharge point (i.e., an enclosed drainage system or open drainage feature where concentrated runoff can be discharged without significant adverse impact).

Stormwater control or treatment structures should not be located within the expected 25-year water level elevations for salmonid-bearing waters. Such areas may provide off-channel habitat for juvenile salmonids and salmonid fry.

Designs for outfall systems to protect against adverse impacts from concentrated runoff are included in V-1.4.3 Outfall Systems.

I-3.4.5 MR5: On-Site Stormwater Management

All new development and redevelopment projects meeting the Project Thresholds in I-3.3 Applicability of the Minimum Requirements shall apply Stormwater Management BMPs in accordance with the following thresholds, standards, and lists to infiltrate, disperse, and retain stormwater runoff on site to the extent feasible without causing flooding or erosion impacts.



The text in this box originates from one or more of the following Permits:
Appendix 1 of the Phase I / Phase II Municipal Stormwater Permits
Construction Stormwater General Permit

Compliance Options by Project Type

All projects that require Minimum Requirement #5 (per the Project Thresholds in I-3.3 Applicability of the Minimum Requirements) must employ Stormwater Management BMPs as detailed below. The compliance options for the project depend on the amount of improvements proposed, the location of the project, the size of the parcel the project is on, and whether or not the project is Flow Control exempt.

Each project must use a single compliance option (either the List Approach or the LID Performance Standard and BMP T5.13: Post-Construction Soil Quality and Depth). Use of both compliance options on a single project is not allowed.

Note that if a MR1-9 project spans multiple parcels (and/or rights-of-way), and one (or more) of those parcels is 5 acres or larger and outside the UGA, then the only compliance option available for the project is the LID Performance Standard and BMP T5.13: Post-Construction Soil Quality and Depth, since that is the only option for MR1-9 projects on a parcel 5 acres or larger and outside the UGA.

Projects that Trigger Only Minimum Requirements #1 - #5

Projects that are not Flow Control exempt that trigger only Minimum Requirements #1 through #5 (per the Project Thresholds in I-3.3 Applicability of the Minimum Requirements) shall either:

- Use the LID BMPs from List #1 for all surfaces within each type of surface in List #1;

  or

- Use any Flow Control BMP(s) desired to achieve the LID Performance Standard, and apply BMP T5.13: Post-Construction Soil Quality and Depth (if feasible).

Projects that Trigger Minimum Requirements #1 - #9

Projects that are not Flow Control exempt that trigger Minimum Requirements #1 through #9 (per the Project Thresholds in I-3.3 Applicability of the Minimum Requirements) have the compliance options shown in Table I-3.1: Minimum Requirement #5 Compliance Options for Projects Triggering Minimum Requirements #1 - #9.

Table I-3.1: Minimum Requirement #5 Compliance Options for Projects Triggering Minimum Requirements #1 - #9

Project Location and Parcel Size	Minimum Requirement #5 Compliance Options
Projects inside the UGA, on any size parcel	• Use the LID BMPs from List #2 for all surfaces within each type of surface in List #2; or • Use any Flow Control BMPs desired to achieve the LID Performance Standard, and apply BMP T5.13: Post-Construction Soil Quality and Depth (if feasible).
Projects outside the UGA, on a parcel smaller than 5 acres	
Projects outside the UGA, on a parcel 5 acres or larger	Use any Flow Control BMPs desired to achieve the LID Performance Standard, and apply BMP T5.13: Post-Construction Soil Quality and Depth (if feasible).
Note: This text refers to the Urban Growth Area (UGA) as designated under the Growth Management Act (GMA) (Chapter 36.70A RCW) of the State of Washington. If the project is located in a county that is not subject to planning under the GMA, the city limits shall be used instead.	

Flow Control Exempt Projects

Projects qualifying as Flow Control exempt in accordance with the TDA Exemption in I-3.4.7 MR7: Flow Control shall either:

- Use the LID BMPs from List #3 for all surfaces within each type of surface in List #3;

  or

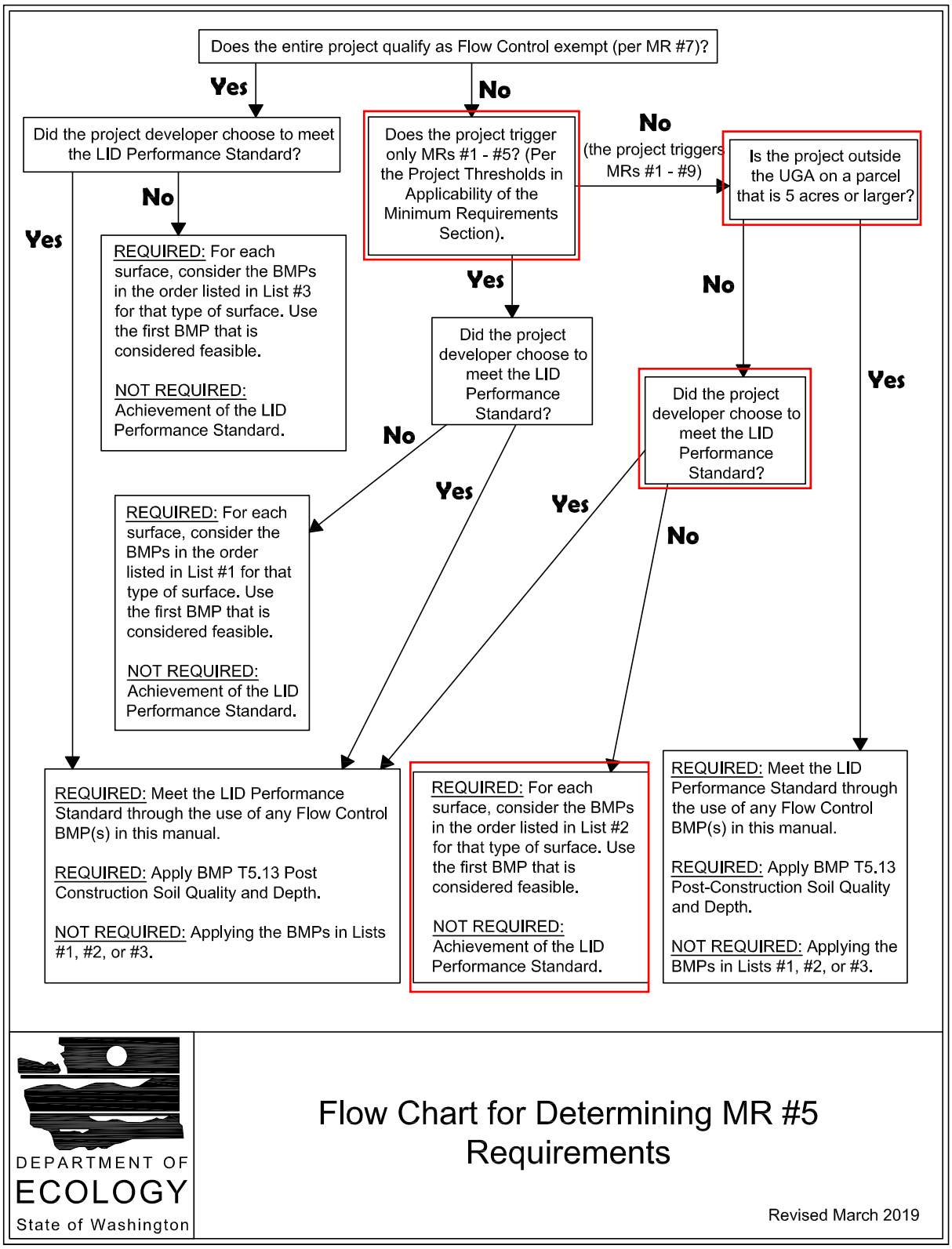
- Use any Flow Control BMP(s) desired to achieve the LID Performance Standard, and apply BMP T5.13: Post-Construction Soil Quality and Depth (if feasible).

If the project has multiple TDAs, all TDAs must be Flow Control exempt per the TDA Exemption in I-3.4.7 MR7: Flow Control for the project to use the options listed here.



The text in this box originates from one or more of the following Permits:
Appendix 1 of the Phase I / Phase II Municipal Stormwater Permits
Construction Stormwater General Permit

Figure I-3.3: Flow Chart for Determining MR #5 Requirements



Compliance Methods

LID Performance Standard

The LID Performance Standard compliance method for Minimum Requirement #5 requires modeling the proposed Flow Control BMPs to demonstrate the flow reduction as described below.

Stormwater discharges shall match developed discharge durations to pre-developed durations for the range of pre-developed discharge rates from 8% of the 2-year peak flow to 50% of the 2-year peak flow. Refer to the Flow Control Performance Standard section in I-3.4.7 MR7: Flow Control for information about the assignment of the pre-developed condition. Project sites that must also meet I-3.4.7 MR7: Flow Control must match flow durations between 8% of the 2-year flow through the full 50-year flow.

Designers selecting this option cannot use BMP T5.14: Rain Gardens to achieve the LID Performance Standard. They may choose to use BMP T7.30: Bioretention to achieve the LID Performance Standard.



The text in this box originates from one or more of the following Permits:
Appendix 1 of the Phase I / Phase II Municipal Stormwater Permits
Construction Stormwater General Permit

The List Approach

The List Approach compliance method for Minimum Requirement #5 requires evaluating the BMPs in Table I-3.2: The List Approach for MR5 Compliance (continued).

For each surface, evaluate the feasibility of the BMPs in the order listed for that type of surface, and use the first BMP that is considered feasible. The designer must document the site conditions and infeasibility criteria used to deem BMPs infeasible. Once a BMP is deemed feasible and used for a surface, no other BMP from the list is necessary for that surface.

If all BMPs in the list are infeasible, then the designer must document the site conditions and infeasibility criteria used to deem each BMP infeasible. This documentation will demonstrate compliance with Minimum Requirement #5.

Feasibility shall be determined by evaluation against:

- Design criteria, limitations, and infeasibility criteria identified for each BMP in this manual; and
- Competing Needs Criteria as listed below.



The text in this box originates from one or more of the following Permits:
Appendix 1 of the Phase I / Phase II Municipal Stormwater Permits
Construction Stormwater General Permit

Table I-3.2: The List Approach for MR5 Compliance

List #1 (For MR #1 - #5 Projects That Are Not Flow Control Exempt)	List #2 (For MR #1 - #9 Projects That Are Not Flow Control Exempt)	List #3 (For Flow Control Exempt Projects)
Surface Type: Lawn and Landscaped Areas		
BMP T5.13: Post-Construction Soil Quality and Depth	BMP T5.13: Post-Construction Soil Quality and Depth	BMP T5.13: Post-Construction Soil Quality and Depth
Surface Type: Roofs		
1. BMP T5.30: Full Dispersion or BMP T5.10A: Downspout Full Infiltration	1. BMP T5.30: Full Dispersion or BMP T5.10A: Downspout Full Infiltration	1. BMP T5.10A: Downspout Full Infiltration
2. BMP T5.14: Rain Gardens or BMP T7.30: Bioretention	2. BMP T7.30: Bioretention Infeasible - See Project TIR	2. BMP T5.10B: Downspout Dispersion Systems
3. BMP T5.10B: Downspout Dispersion Systems	3. BMP T5.10B: Downspout Dispersion Systems	3. BMP T5.10C: Perforated Stub-out Connections
4. BMP T5.10C: Perforated Stub-out Connections	4. BMP T5.10C: Perforated Stub-out Connections	
Surface Type: Other Hard Surfaces		
1. BMP T5.30: Full Dispersion	1. BMP T5.30: Full Dispersion	BMP T5.12: Sheet Flow Dispersion or BMP T5.11: Concentrated Flow Dispersion
2. BMP T5.15: Permeable Pavement or BMP T5.14: Rain Gardens or BMP T7.30: Bioretention	2. BMP T5.15: Permeable Pavement Infeasible - See Project TIR	
3. BMP T5.12: Sheet Flow Dispersion or BMP T5.11: Concentrated Flow Dispersion	3. BMP T7.30: Bioretention	
	4. BMP T5.12: Sheet Flow Dispersion or BMP T5.11: Concentrated Flow Dispersion	

Table I-3.2: The List Approach for MR5 Compliance (continued)

List #1 (For MR #1 - #5 Projects That Are Not Flow Control Exempt)	List #2 (For MR #1 - #9 Projects That Are Not Flow Control Exempt)	List #3 (For Flow Control Exempt Projects)
Notes for using the List Approach: 1. Size BMP T5.14: Rain Gardens and BMP T7.30: Bioretention used in the List Approach to have a minimum horizontal projected surface area below the overflow which is at least 5% of the area draining to it. 2. When the designer encounters BMP T5.15: Permeable Pavement in the List Approach, it is not a requirement to pave these surfaces. Where pavement is proposed, it must be permeable to the extent feasible unless BMP T5.30: Full Dispersion is employed.		

Objective

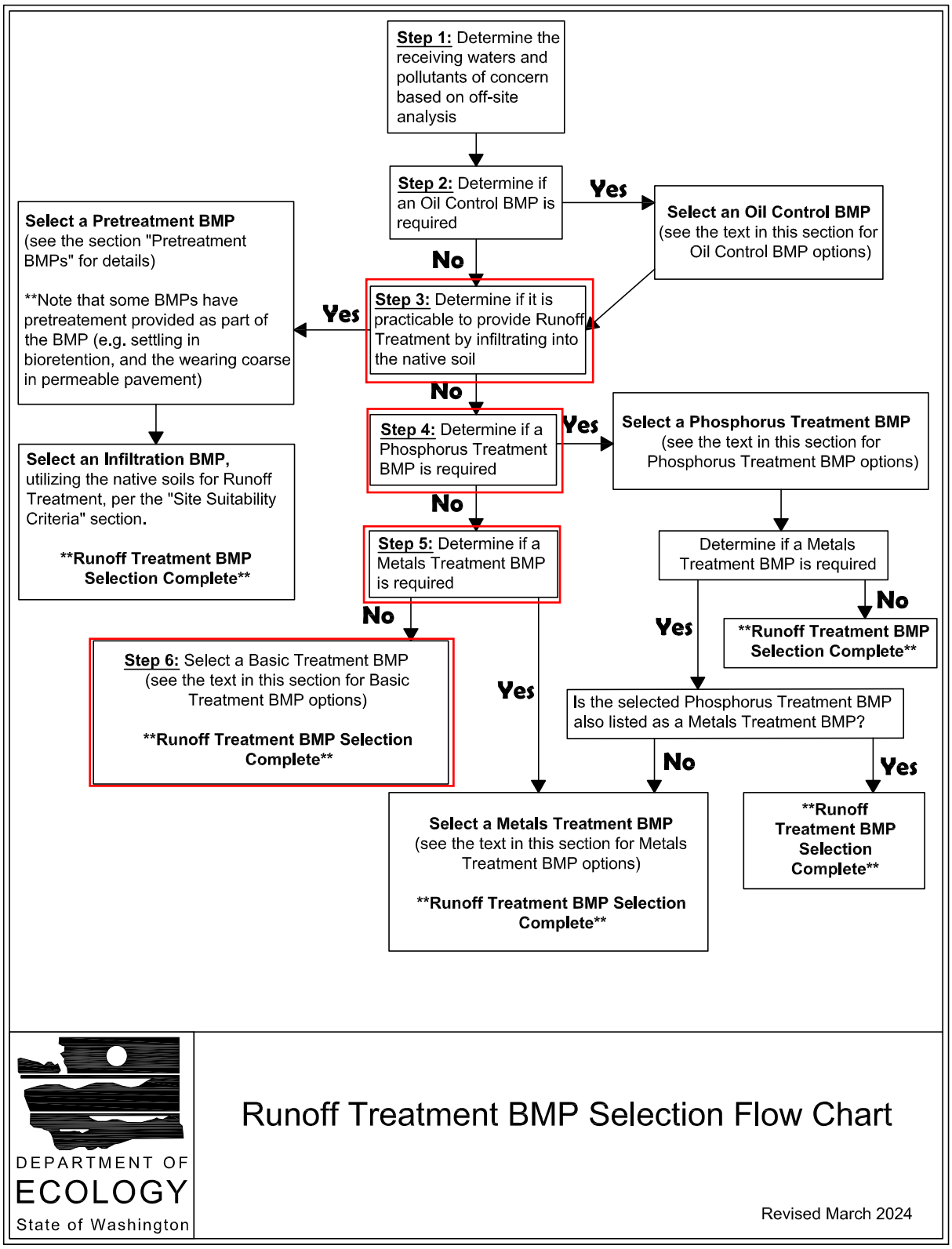
The objective of On-Site Stormwater Management is to use practices distributed across a development that reduce the amount of disruption of the natural hydrologic characteristics of the site.

Competing Needs Criteria

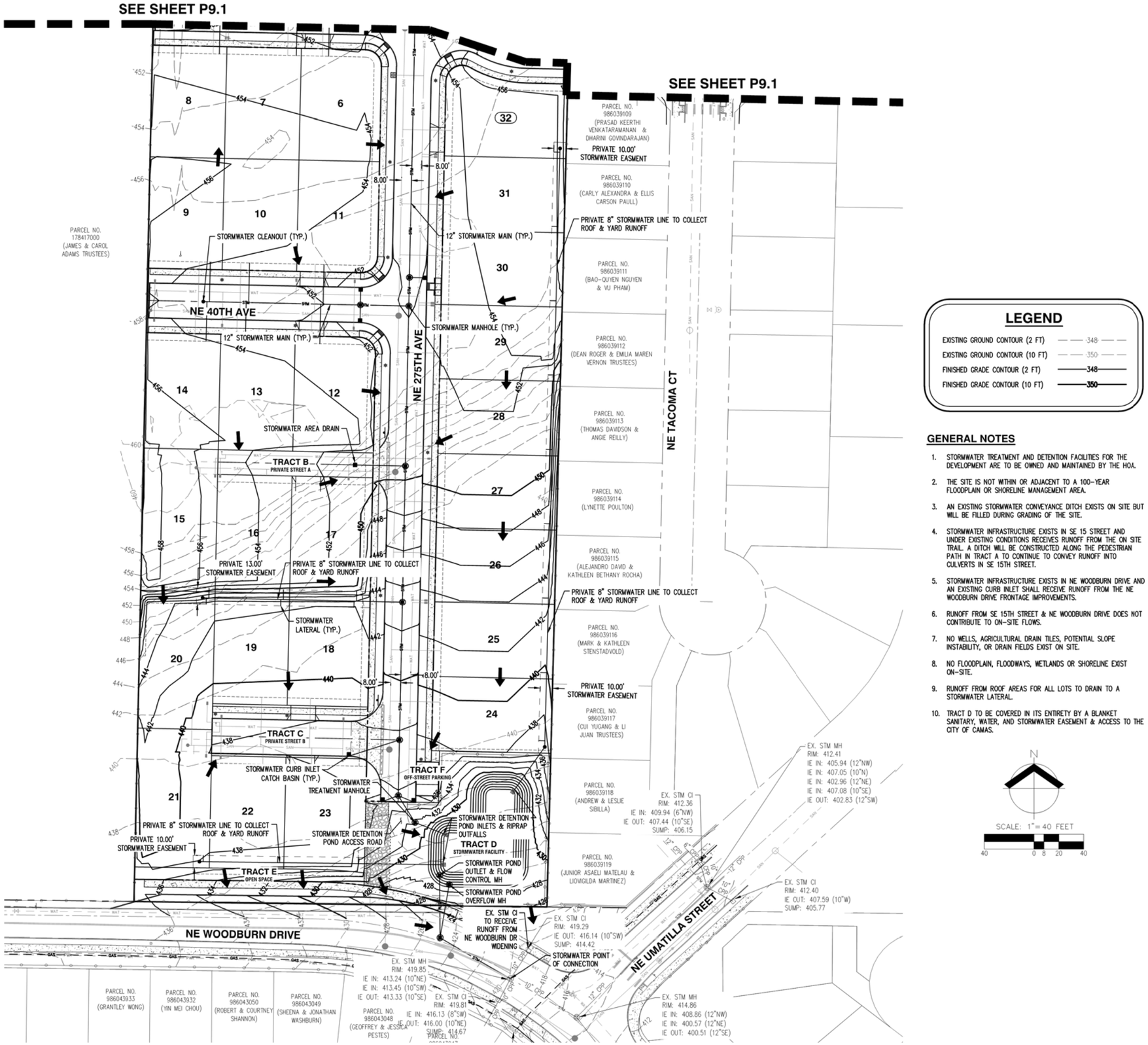
LID BMPs can be superseded or restricted where they are in conflict with:

- Requirements of the following federal or state laws, rules, and standards:
    - Historic Preservation Laws and Archaeology Laws as listed at https://dahp.wa.gov/project-review/preservation-laws,
    - Federal Superfund or Washington State Model Toxics Control Act,
    - Federal Aviation Administration requirements for airports,
    - Americans with Disabilities Act.
- When an LID requirement has been found to be in conflict with special zoning district design criteria adopted and being implemented pursuant to a community planning process. The existing local codes may supersede or reduce the LID requirement.
- Public health and safety standards (e.g. active zone of a skate park, bike park, or sport court where permeable pavement violates safety standards).
- Transportation regulations to maintain the option for future expansion or multi-modal use of public rights-of-way.
- A local Critical Area Ordinance that provides protection of tree species.
- A local code or rule adopted as part of a Wellhead Protection Program established under the Federal Safe Drinking Water Act; or adopted to protect a Critical Aquifer Recharge Area established under the State Growth Management Act.

Figure III-1.1: Runoff Treatment BMP Selection Flow Chart



Appendix C



LEGEND

EXISTING GROUND CONTOUR (2 FT)	348
EXISTING GROUND CONTOUR (10 FT)	350
FINISHED GRADE CONTOUR (2 FT)	348
FINISHED GRADE CONTOUR (10 FT)	350

GENERAL NOTES

1. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THE DEVELOPMENT ARE TO BE OWNED AND MAINTAINED BY THE HOA.
2. THE SITE IS NOT WITHIN OR ADJACENT TO A 100-YEAR FLOODPLAIN OR SHORELINE MANAGEMENT AREA.
3. AN EXISTING STORMWATER CONVEYANCE DITCH EXISTS ON SITE BUT WILL BE FILLED DURING GRADING OF THE SITE.
4. STORMWATER INFRASTRUCTURE EXISTS IN SE 15 STREET AND UNDER EXISTING CONDITIONS RECEIVES RUNOFF FROM THE ON SITE TRAIL. A DITCH WILL BE CONSTRUCTED ALONG THE PEDESTRIAN PATH IN TRACT A TO CONTINUE TO CONVEY RUNOFF INTO CULVERTS IN SE 15TH STREET.
5. STORMWATER INFRASTRUCTURE EXISTS IN NE WOODBURN DRIVE AND AN EXISTING CURB INLET SHALL RECEIVE RUNOFF FROM THE NE WOODBURN DRIVE FRONTAGE IMPROVEMENTS.
6. RUNOFF FROM SE 15TH STREET & NE WOODBURN DRIVE DOES NOT CONTRIBUTE TO ON-SITE FLOWS.
7. NO WELLS, AGRICULTURAL DRAIN TILES, POTENTIAL SLOPE INSTABILITY, OR DRAIN FIELDS EXIST ON SITE.
8. NO FLOODPLAIN, FLOODWAYS, WETLANDS OR SHORELINE EXIST ON-SITE.
9. RUNOFF FROM ROOF AREAS FOR ALL LOTS TO DRAIN TO A STORMWATER LATERAL.
10. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY, WATER, AND STORMWATER EASEMENT & ACCESS TO THE CITY OF CAMAS.

N

SCALE: 1" = 40 FEET

40 0 8 20 40

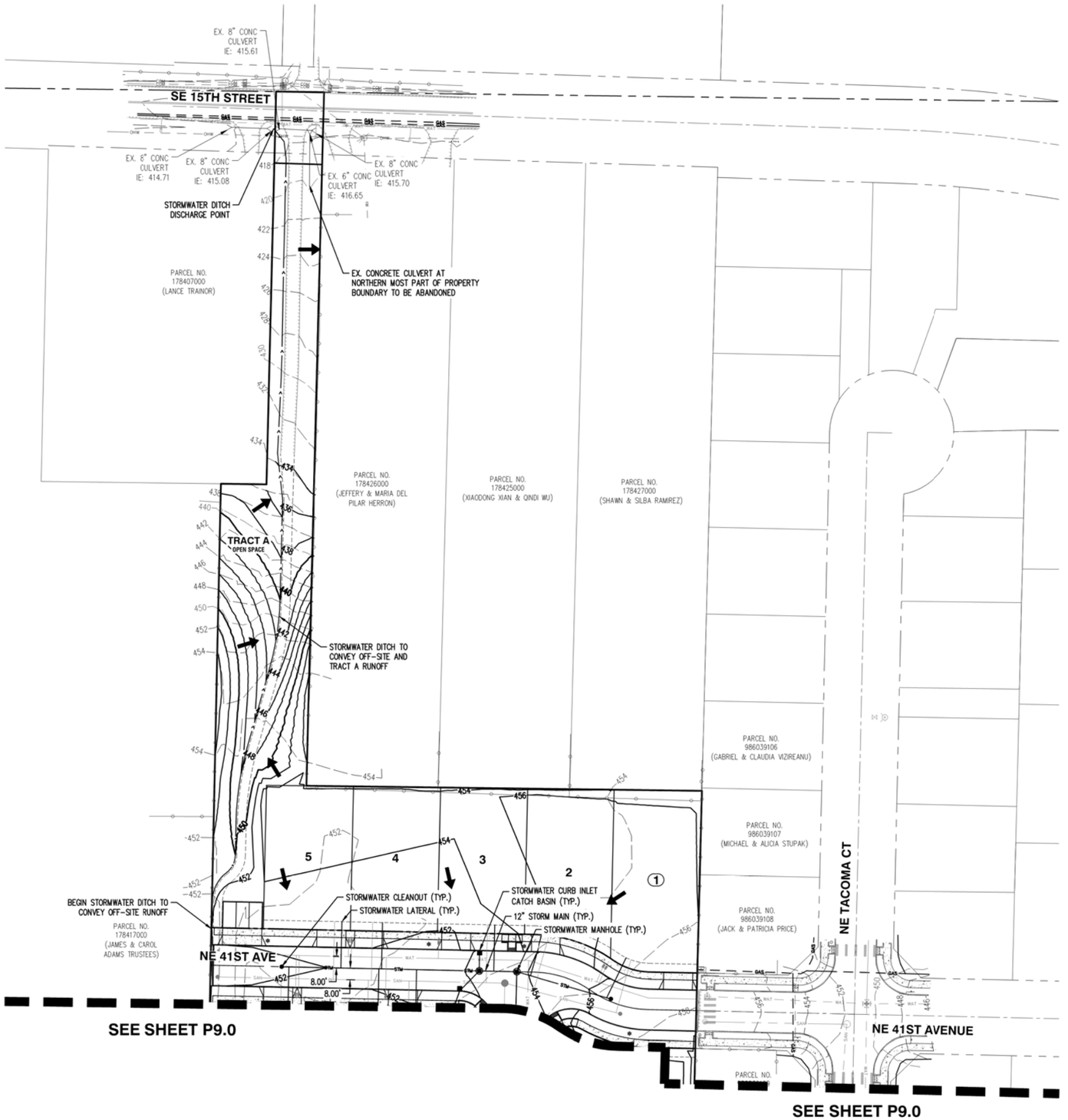
AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE STE 2520
VANCOUVER, WA 98682
360.882.0419
WWW.AKS-ENG.COM

PRELIMINARY STORMWATER PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

JOHN JAMES SHAFFER — STATE OF WASHINGTON — PRELIMINARY — NOT FOR CONSTRUCTION — REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	RJS

AKS DRAWING FILE: 12533 P9 STM DWG | LAYOUT: P9.0



LEGEND

EXISTING GROUND CONTOUR (2 FT)	348
EXISTING GROUND CONTOUR (10 FT)	350
FINISHED GRADE CONTOUR (2 FT)	348
FINISHED GRADE CONTOUR (10 FT)	350

GENERAL NOTES

1. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THE DEVELOPMENT ARE TO BE OWNED AND MAINTAINED BY THE HOA.
2. THE SITE IS NOT WITHIN OR ADJACENT TO A 100-YEAR FLOODPLAIN OR SHORELINE MANAGEMENT AREA.
3. AN EXISTING STORMWATER CONVEYANCE DITCH EXISTS ON SITE BUT WILL BE FILLED DURING GRADING OF THE SITE.
4. STORMWATER INFRASTRUCTURE EXISTS IN SE 15 STREET AND UNDER EXISTING CONDITIONS RECEIVES RUNOFF FROM THE ON SITE TRAIL. A DITCH WILL BE CONSTRUCTED ALONG THE PEDESTRIAN PATH IN TRACT A TO CONTINUE TO CONVEY RUNOFF INTO CULVERTS IN SE 15TH STREET.
5. STORMWATER INFRASTRUCTURE EXISTS IN NE WOODBURN DRIVE AND AN EXISTING CURB INLET SHALL RECEIVE RUNOFF FROM THE NE WOODBURN DRIVE FRONTAGE IMPROVEMENTS.
6. RUNOFF FROM SE 15TH STREET & NE WOODBURN DRIVE DOES NOT CONTRIBUTE TO ON-SITE FLOWS.
7. NO WELLS, AGRICULTURAL DRAIN TILES, POTENTIAL SLOPE INSTABILITY, OR DRAIN FIELDS EXIST ON SITE.
8. NO FLOODPLAIN, FLOODWAYS, WETLANDS OR SHORELINE EXIST ON-SITE.
9. RUNOFF FROM ROOF AREAS FOR ALL LOTS TO DRAIN TO A STORMWATER LATERAL.
10. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY, WATER, AND STORMWATER EASEMENT & ACCESS TO THE CITY OF CAMAS.

N

SCALE: 1" = 40 FEET

40 0 8 20 40

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360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY STORMWATER PLAN

UHACZ SUBDIVISION

ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	3/13/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	RJS

AKS DRAWING FILE: 12533 P9 STM DWG | LAYOUT: P9.1

Appendix D

LEGEND

EXISTING GROUND CONTOUR (2 FT)	— — 272 — —
EXISTING GROUND CONTOUR (10 FT)	— — 270 — —
PRE-DEVELOPED BASIN BOUNDARY	▬ ▬ ▬ ▬
PRE-DEVELOPED BASIN NUMBER	⬡ XX

N

SCALE: 1"=80 FEET

80 0 16 40 80

ORIGINAL PAGE SIZE: 22" x 34"

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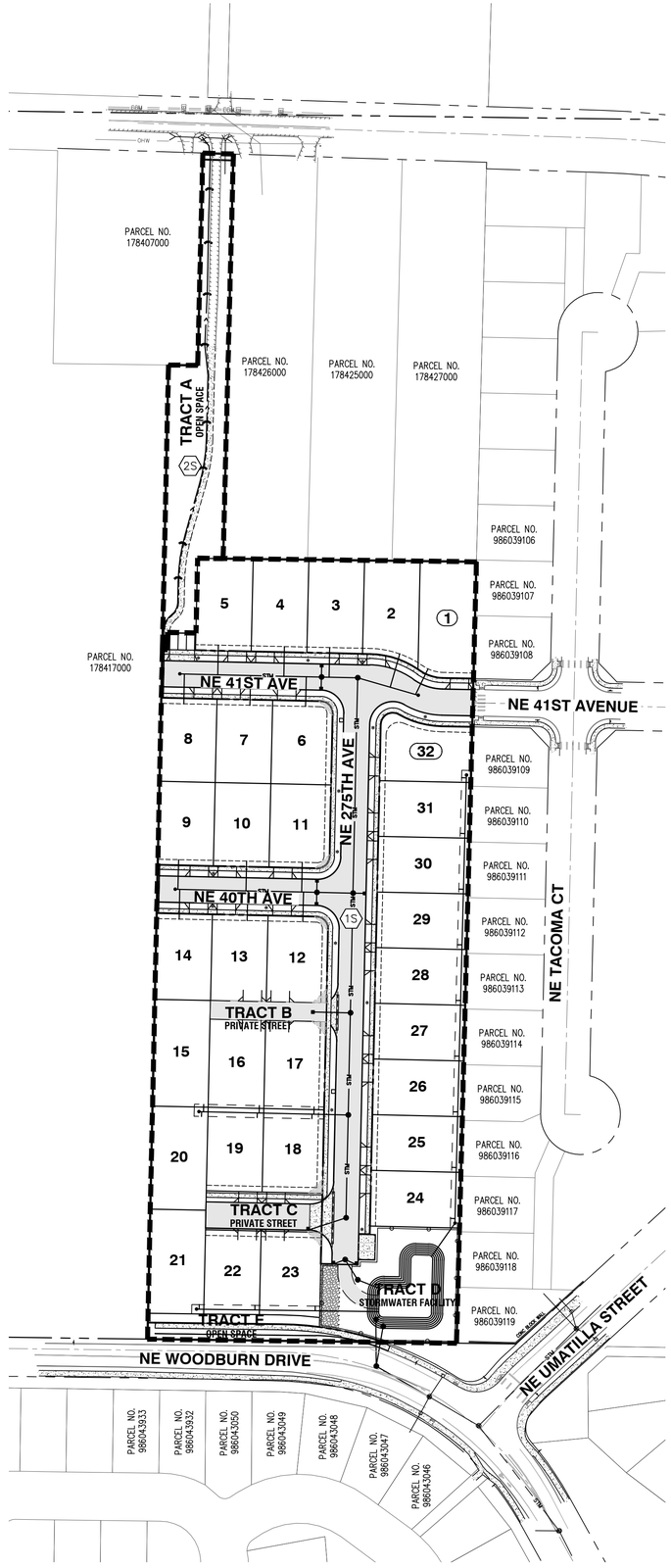
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PRE DEVELOPED BASIN MAP
UHACZ SUBDIVISION
ROMANO CAPITOL, INC.
CAMAS, WASHINGTON

JOB NUMBER:	12533
DATE:	2/19/2026
DESIGNED BY:	JTG
DRAWN BY:	JTG
CHECKED BY:	JMM

EX A

AKS DRAWING FILE: 12533 PRE BASINS.DWG | LAYOUT: A



LEGEND

POST-DEVELOPED BASIN BOUNDARY

POST-DEVELOPED BASIN NUMBER (XS)

NOTES

1. ALL STORMWATER FACILITIES WITHIN PUBLIC RIGHT-OF-WAY SHALL BE PUBLICLY OWNED AND MAINTAINED BY CITY OF CAMAS.
2. STORMWATER QUALITY AND QUANTITY REQUIREMENTS WILL BE MET THROUGH THE USE OF MECHANICAL FILTERS AND A DETENTION POND WITH A FLOW CONTROL MANHOLE.
3. ALL LOT DRIVEWAYS AND LANDSCAPED AREAS APPROXIMATELY 20' BACK FROM SIDEWALK SHALL DRAIN TO THE STREET AS SHOWN ON THE GRADING PLANS, UNLESS OTHERWISE NOTED.
4. LOT ROOF DRAINS, FOUNDATIONS, CRAWLSPACES, AND REAR YARD TO BE DIRECTED TO PRIVATE STORMWATER LATERALS AND CONVEYED TO THE DETENTION POND.

N

SCALE: 1"= 80 FEET

80 0 16 40 80

ORIGINAL PAGE SIZE: 22" x 34"

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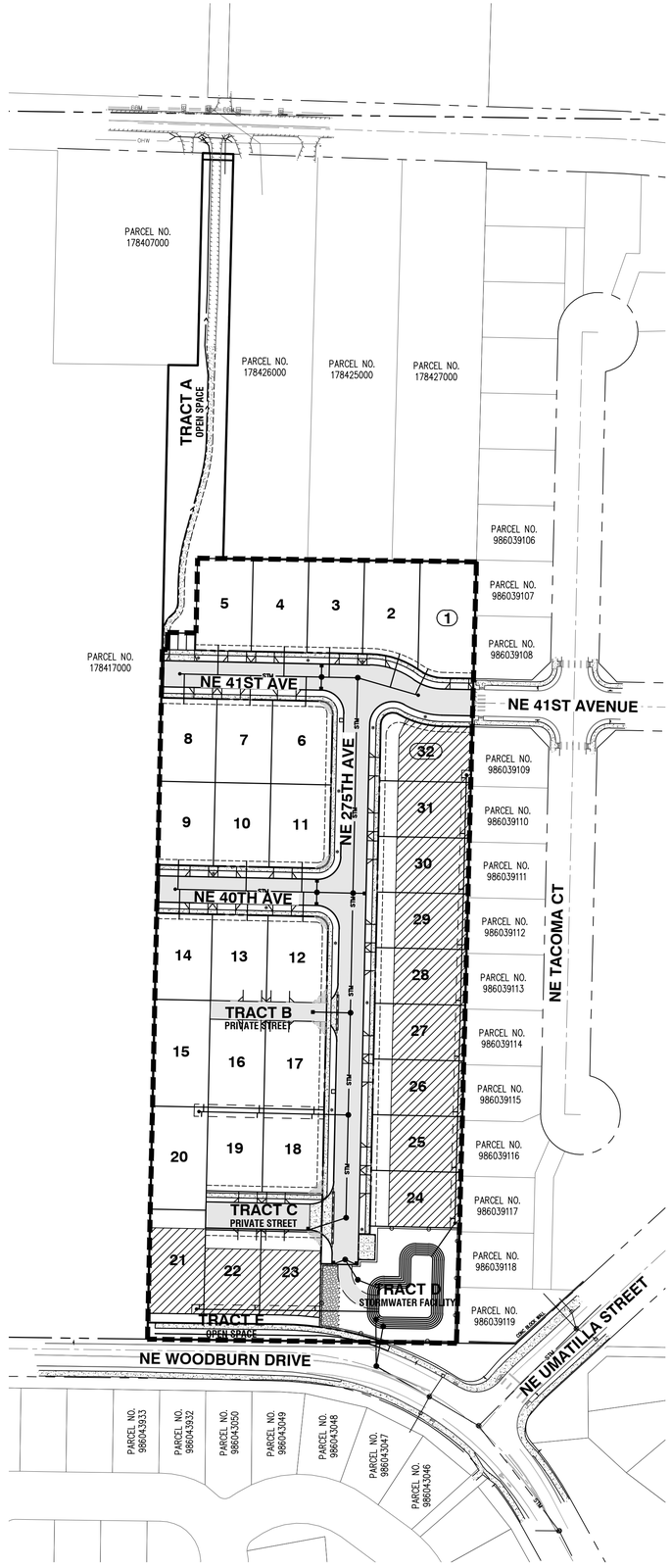
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POST DEVELOPED BASIN MAP
UHACZ SUBDIVISION
ROMANO CAPITOL, INC.
CAMAS, WASHINGTON

JOB NUMBER:	12533
DATE:	2/19/2026
DESIGNED BY:	JTG
DRAWN BY:	JTG
CHECKED BY:	JMM

EX B

AKS DRAWING FILE: 12533 POST BASINS.DWG | LAYOUT: B



LEGEND

WATER QUALITY BASIN BOUNDARY

AREA BYPASSING STORMWATER TREATMENT (NON-POLLUTION GENERATING RUNOFF)

NOTES

1. ALL STORMWATER FACILITIES WITHIN PUBLIC RIGHT-OF-WAY SHALL BE PUBLICLY OWNED AND MAINTAINED BY CITY OF CAMAS.
2. STORMWATER QUALITY AND QUANTITY REQUIREMENTS WILL BE MET THROUGH THE USE OF MECHANICAL FILTERS AND A DETENTION POND WITH A FLOW CONTROL MANHOLE.
3. ALL LOT DRIVEWAYS AND LANDSCAPED AREAS APPROXIMATELY 20' BACK FROM SIDEWALK SHALL DRAIN TO THE STREET AS SHOWN ON THE GRADING PLANS, UNLESS OTHERWISE NOTED.
4. LOT ROOF DRAINS, FOUNDATIONS, CRAWLSPACES, AND REAR YARD TO BE DIRECTED TO PRIVATE STORMWATER LATERALS AND CONVEYED TO THE DETENTION POND.
5. AREAS THAT CREATE NON-POLLUTION GENERATING RUNOFF ARE SHOWN ACCORDING TO THE LEGEND ON THIS SHEET. THESE AREAS ARE CAPTURED BY A SEPARATE PRIVATE STORMWATER PIPE AND CONVEYED DIRECTLY INTO THE STORMWATER DETENTION POND, BYPASSING MECHANICAL FILTER TREATMENT.

N

SCALE: 1"= 80 FEET

80 0 16 40 80

ORIGINAL PAGE SIZE: 22" x 34"

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WATER QUALITY BASIN MAP
UHACZ SUBDIVISION
ROMANO CAPITOL, INC.
CAMAS, WASHINGTON

JOB NUMBER:	12533
DATE:	2/19/2026
DESIGNED BY:	JTG
DRAWN BY:	JTG
CHECKED BY:	JMM

EX C

AKS DRAWING FILE: 12533 WQ BASINS.DWG | LAYOUT: C

Appendix E

WWHM2012

PROJECT REPORT

General Model Information

WWHM2012 Project Name: 12533 Pond
Site Name:
Site Address:
City:

Report Date:	2/18/2026
Gage:	Troutdale
Data Start:	1948/10/01
Data End:	2008/09/30
Timestep:	15 Minute
Precip Scale:	1.370
Version Date:	2025/10/07
Version:	4.3.2

POC Thresholds

Low Flow Threshold for POC1:	50 Percent of the 2 Year
High Flow Threshold for POC1:	50 Year

Landuse Basin Data

Predeveloped Land Use

Basin 1X

Bypass:	No
GroundWater:	No

Pervious Land Use	acre
SG4, Forest, Mod	6.41
Pervious Total	6.41

Impervious Land Use	acre
Impervious Total	0
Basin Total	6.41

Element Flow Componants:

Surface	Interflow	Groundwater

Componant Flows To:

POC 1	POC 1

Mitigated Land Use

IMPERVIOUS

Bypass:	No
GroundWater:	No
Pervious Land Use	acre
Pervious Total	0
Impervious Land Use	acre
ROADS FLAT	1.42
ROOF TOPS FLAT	1.74
SIDEWALKS FLAT	0.18
Impervious Total	3.34
Basin Total	3.34

Element Flow Componants:

Surface	Interflow	Groundwater
Componant Flows To:		
Detention Pond	Detention Pond	

PERVIOUS

Bypass:	No
GroundWater:	No
Pervious Land Use	acre
SG4, Field, Mod	3.07
Pervious Total	3.07
Impervious Land Use	acre
Impervious Total	0
Basin Total	3.07

Element Flow Componants:

Surface	Interflow	Groundwater

Componant Flows To:

Detention Pond	Detention Pond

Routing Elements
Predeveloped Routing

Mitigated Routing

Detention Pond

Bottom Length: 50.00 ft.
Bottom Width: 50.00 ft.
Depth: 6 ft.
Volume at riser head: 0.4171 acre-feet.
Side slope 1: 2 To 1
Side slope 2: 2 To 1
Side slope 3: 2 To 1
Side slope 4: 2 To 1
Discharge Structure
Riser Height: 5 ft.
Riser Diameter: 10 in.
Notch Type: Rectangular
Notch Width: 0.250 ft.
Notch Height: 1.500 ft.
Orifice 1 Diameter: 3.000 in. Elevation:0 ft.
Element Outlets:
Outlet 1 Outlet 2
Outlet Flows To:

Pond Hydraulic Table

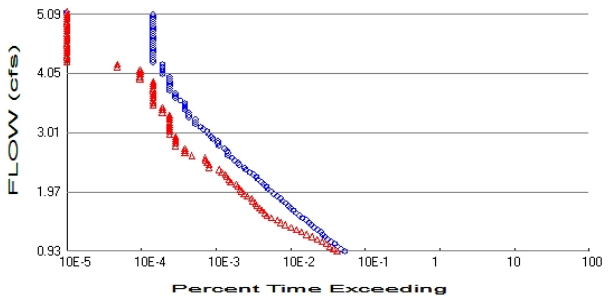
Stage(feet)	Area(ac.)	Volume(ac-ft.)	Discharge(cfs)	Infilt(cfs)
0.0000	0.057	0.000	0.000	0.000
0.0667	0.058	0.003	0.013	0.000
0.1333	0.058	0.007	0.048	0.000
0.2000	0.059	0.011	0.093	0.000
0.2667	0.059	0.015	0.126	0.000
0.3333	0.060	0.019	0.141	0.000
0.4000	0.061	0.023	0.154	0.000
0.4667	0.061	0.027	0.166	0.000
0.5333	0.062	0.031	0.178	0.000
0.6000	0.063	0.036	0.189	0.000
0.6667	0.063	0.040	0.199	0.000
0.7333	0.064	0.044	0.209	0.000
0.8000	0.065	0.048	0.218	0.000
0.8667	0.065	0.053	0.227	0.000
0.9333	0.066	0.057	0.235	0.000
1.0000	0.066	0.062	0.244	0.000
1.0667	0.067	0.066	0.252	0.000
1.1333	0.068	0.071	0.260	0.000
1.2000	0.068	0.075	0.267	0.000
1.2667	0.069	0.080	0.274	0.000
1.3333	0.070	0.085	0.282	0.000
1.4000	0.071	0.089	0.289	0.000
1.4667	0.071	0.094	0.295	0.000
1.5333	0.072	0.099	0.302	0.000
1.6000	0.073	0.104	0.308	0.000
1.6667	0.073	0.109	0.315	0.000
1.7333	0.074	0.113	0.321	0.000
1.8000	0.075	0.118	0.327	0.000
1.8667	0.075	0.123	0.333	0.000
1.9333	0.076	0.129	0.339	0.000
2.0000	0.077	0.134	0.345	0.000

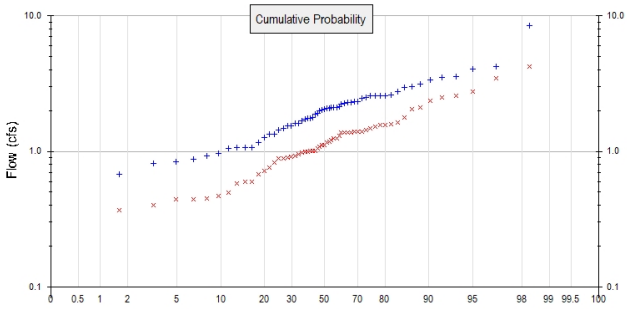
2.0667	0.077	0.139	0.351	0.000
2.1333	0.078	0.144	0.356	0.000
2.2000	0.079	0.149	0.362	0.000
2.2667	0.080	0.155	0.367	0.000
2.3333	0.080	0.160	0.373	0.000
2.4000	0.081	0.165	0.378	0.000
2.4667	0.082	0.171	0.383	0.000
2.5333	0.083	0.176	0.388	0.000
2.6000	0.083	0.182	0.393	0.000
2.6667	0.084	0.188	0.398	0.000
2.7333	0.085	0.193	0.403	0.000
2.8000	0.086	0.199	0.408	0.000
2.8667	0.086	0.205	0.413	0.000
2.9333	0.087	0.210	0.418	0.000
3.0000	0.088	0.216	0.423	0.000
3.0667	0.089	0.222	0.427	0.000
3.1333	0.089	0.228	0.432	0.000
3.2000	0.090	0.234	0.436	0.000
3.2667	0.091	0.240	0.441	0.000
3.3333	0.092	0.246	0.445	0.000
3.4000	0.092	0.253	0.450	0.000
3.4667	0.093	0.259	0.454	0.000
3.5333	0.094	0.265	0.464	0.000
3.6000	0.095	0.271	0.489	0.000
3.6667	0.096	0.278	0.522	0.000
3.7333	0.096	0.284	0.561	0.000
3.8000	0.097	0.291	0.604	0.000
3.8667	0.098	0.297	0.651	0.000
3.9333	0.099	0.304	0.701	0.000
4.0000	0.100	0.310	0.753	0.000
4.0667	0.100	0.317	0.807	0.000
4.1333	0.101	0.324	0.863	0.000
4.2000	0.102	0.331	0.919	0.000
4.2667	0.103	0.338	0.977	0.000
4.3333	0.104	0.344	1.036	0.000
4.4000	0.104	0.351	1.095	0.000
4.4667	0.105	0.358	1.154	0.000
4.5333	0.106	0.365	1.219	0.000
4.6000	0.107	0.373	1.292	0.000
4.6667	0.108	0.380	1.366	0.000
4.7333	0.109	0.387	1.443	0.000
4.8000	0.109	0.394	1.522	0.000
4.8667	0.110	0.402	1.602	0.000
4.9333	0.111	0.409	2.051	0.000
5.0000	0.112	0.417	2.161	0.000
5.0667	0.113	0.424	2.316	0.000
5.1333	0.114	0.432	2.589	0.000
5.2000	0.115	0.439	2.905	0.000
5.2667	0.115	0.447	3.200	0.000
5.3333	0.116	0.455	3.421	0.000
5.4000	0.117	0.463	3.555	0.000
5.4667	0.118	0.471	3.680	0.000
5.5333	0.119	0.478	3.787	0.000
5.6000	0.120	0.486	3.887	0.000
5.6667	0.121	0.494	3.982	0.000
5.7333	0.122	0.503	4.073	0.000
5.8000	0.123	0.511	4.159	0.000
5.8667	0.123	0.519	4.243	0.000

5.9333	0.124	0.527	4.323	0.000
6.0000	0.125	0.536	4.400	0.000
6.0667	0.126	0.544	4.475	0.000

Analysis Results

POC 1





\+ Predeveloped x Mitigated

Predeveloped Landuse Totals for POC #1
Total Pervious Area: 6.41
Total Impervious Area: 0

Mitigated Landuse Totals for POC #1
Total Pervious Area: 3.07
Total Impervious Area: 3.34

Flow Frequency Method: Log Pearson Type III 17B

Flow Frequency Return Periods for Predeveloped. POC #1

Return Period	**Flow(cfs)**
2 year	1.863984
5 year	2.812514
10 year	3.487222
25 year	4.385963
50 year	5.086233
100 year	5.811144

Flow Frequency Return Periods for Mitigated. POC #1

Return Period	**Flow(cfs)**
2 year	1.08929
5 year	1.725525
10 year	2.194566
25 year	2.836023
50 year	3.346941
100 year	3.884686

Annual Peaks

Annual Peaks for Predeveloped and Mitigated. POC #1

Year	**Predeveloped**	**Mitigated**
1949	1.742	1.185
1950	1.534	1.058
1951	2.305	1.247
1952	2.480	1.212
1953	2.115	0.925
1954	2.136	1.089
1955	1.540	0.895
1956	3.123	2.578
1957	2.122	1.310
1958	1.904	1.564

1959	1.063	0.444
1960	1.155	0.596
1961	2.041	1.255
1962	1.728	0.948
1963	1.609	0.974
1964	2.120	0.993
1965	2.072	1.483
1966	2.582	1.163
1967	1.619	1.115
1968	2.594	1.428
1969	1.989	1.368
1970	8.463	4.227
1971	1.072	0.719
1972	1.480	0.917
1973	2.283	1.375
1974	2.766	2.491
1975	2.219	1.001
1976	3.536	1.568
1977	0.554	0.401
1978	2.556	2.115
1979	2.026	1.388
1980	1.431	0.677
1981	2.569	2.056
1982	3.004	1.626
1983	3.581	1.512
1984	2.323	0.881
1985	1.343	1.117
1986	1.060	0.441
1987	1.887	1.376
1988	0.820	0.580
1989	0.678	0.447
1990	0.870	0.466
1991	2.076	0.822
1992	1.673	0.598
1993	4.221	2.376
1994	1.758	1.768
1995	1.333	1.397
1996	4.036	3.453
1997	2.965	2.741
1998	2.489	0.987
1999	1.786	1.403
2000	0.924	0.369
2001	1.052	0.357
2002	3.377	1.009
2003	2.252	1.595
2004	0.836	0.497
2005	0.970	0.886
2006	2.560	1.013
2007	1.270	1.383
2008	2.343	0.762

Ranked Annual Peaks

Ranked Annual Peaks for Predeveloped and Mitigated. POC #1

Rank	Predeveloped	Mitigated
1	8.4626	4.2267
2	4.2210	3.4533
3	4.0361	2.7409
4	3.5811	2.5781

5	3.5358	2.4909
6	3.3772	2.3755
7	3.1230	2.1147
8	3.0038	2.0560
9	2.9646	1.7683
10	2.7658	1.6256
11	2.5940	1.5951
12	2.5820	1.5682
13	2.5686	1.5644
14	2.5605	1.5117
15	2.5556	1.4832
16	2.4890	1.4277
17	2.4805	1.4028
18	2.3433	1.3965
19	2.3232	1.3883
20	2.3052	1.3833
21	2.2825	1.3764
22	2.2516	1.3753
23	2.2185	1.3676
24	2.1363	1.3104
25	2.1221	1.2546
26	2.1199	1.2472
27	2.1146	1.2116
28	2.0762	1.1851
29	2.0716	1.1630
30	2.0411	1.1171
31	2.0262	1.1153
32	1.9892	1.0887
33	1.9040	1.0585
34	1.8868	1.0129
35	1.7857	1.0086
36	1.7578	1.0011
37	1.7423	0.9931
38	1.7283	0.9874
39	1.6725	0.9743
40	1.6190	0.9480
41	1.6086	0.9252
42	1.5401	0.9168
43	1.5344	0.8951
44	1.4795	0.8855
45	1.4314	0.8809
46	1.3433	0.8220
47	1.3333	0.7624
48	1.2697	0.7186
49	1.1554	0.6770
50	1.0720	0.5981
51	1.0630	0.5959
52	1.0605	0.5802
53	1.0524	0.4969
54	0.9703	0.4660
55	0.9245	0.4467
56	0.8704	0.4435
57	0.8356	0.4415
58	0.8196	0.4012
59	0.6776	0.3685
60	0.5545	0.3572

Duration Flows

The Facility PASSED

Flow(cfs)	Predev	Mit	Percentage	Pass/Fail
0.9320	1121	877	78	Pass
0.9740	995	788	79	Pass
1.0159	895	696	77	Pass
1.0579	815	625	76	Pass
1.0998	724	551	76	Pass
1.1418	659	475	72	Pass
1.1838	614	407	66	Pass
1.2257	563	347	61	Pass
1.2677	527	293	55	Pass
1.3097	481	250	51	Pass
1.3516	436	213	48	Pass
1.3936	398	178	44	Pass
1.4355	369	154	41	Pass
1.4775	337	139	41	Pass
1.5195	301	115	38	Pass
1.5614	273	101	36	Pass
1.6034	249	94	37	Pass
1.6453	227	86	37	Pass
1.6873	207	80	38	Pass
1.7293	197	74	37	Pass
1.7712	182	71	39	Pass
1.8132	165	65	39	Pass
1.8552	152	63	41	Pass
1.8971	137	55	40	Pass
1.9391	125	50	40	Pass
1.9810	116	46	39	Pass
2.0230	106	44	41	Pass
2.0650	99	41	41	Pass
2.1069	92	39	42	Pass
2.1489	85	33	38	Pass
2.1909	77	31	40	Pass
2.2328	73	29	39	Pass
2.2748	67	28	41	Pass
2.3167	59	25	42	Pass
2.3587	53	23	43	Pass
2.4007	51	17	33	Pass
2.4426	43	17	39	Pass
2.4846	41	16	39	Pass
2.5265	37	15	40	Pass
2.5685	35	15	42	Pass
2.6105	30	10	33	Pass
2.6524	30	8	26	Pass
2.6944	29	8	27	Pass
2.7364	27	8	29	Pass
2.7783	23	6	26	Pass
2.8203	22	6	27	Pass
2.8622	22	6	27	Pass
2.9042	19	6	31	Pass
2.9462	18	6	33	Pass
2.9881	17	5	29	Pass
3.0301	16	5	31	Pass
3.0721	14	5	35	Pass
3.1140	13	5	38	Pass

3.1560	11	5	45	Pass
3.1979	11	5	45	Pass
3.2399	11	5	45	Pass
3.2819	9	5	55	Pass
3.3238	9	5	55	Pass
3.3658	9	4	44	Pass
3.4078	8	4	50	Pass
3.4497	8	4	50	Pass
3.4917	8	3	37	Pass
3.5336	8	3	37	Pass
3.5756	7	3	42	Pass
3.6176	6	3	50	Pass
3.6595	6	3	50	Pass
3.7015	6	3	50	Pass
3.7434	5	3	60	Pass
3.7854	5	3	60	Pass
3.8274	5	3	60	Pass
3.8693	5	3	60	Pass
3.9113	5	3	60	Pass
3.9533	5	2	40	Pass
3.9952	5	2	40	Pass
4.0372	4	2	50	Pass
4.0791	4	2	50	Pass
4.1211	4	2	50	Pass
4.1631	4	1	25	Pass
4.2050	4	1	25	Pass
4.2470	3	0	0	Pass
4.2890	3	0	0	Pass
4.3309	3	0	0	Pass
4.3729	3	0	0	Pass
4.4148	3	0	0	Pass
4.4568	3	0	0	Pass
4.4988	3	0	0	Pass
4.5407	3	0	0	Pass
4.5827	3	0	0	Pass
4.6247	3	0	0	Pass
4.6666	3	0	0	Pass
4.7086	3	0	0	Pass
4.7505	3	0	0	Pass
4.7925	3	0	0	Pass
4.8345	3	0	0	Pass
4.8764	3	0	0	Pass
4.9184	3	0	0	Pass
4.9603	3	0	0	Pass
5.0023	3	0	0	Pass
5.0443	3	0	0	Pass
5.0862	3	0	0	Pass

Water Quality

Water Quality BMP Flow and Volume for POC #1

On-line facility volume:	0 acre-feet
On-line facility target flow:	0 cfs.
Adjusted for 15 min:	0 cfs.
Off-line facility target flow:	0 cfs.
Adjusted for 15 min:	0 cfs.

Model Default Modifications

Total of 0 changes have been made.

PERLND Changes

No PERLND changes have been made.

IMPLND Changes

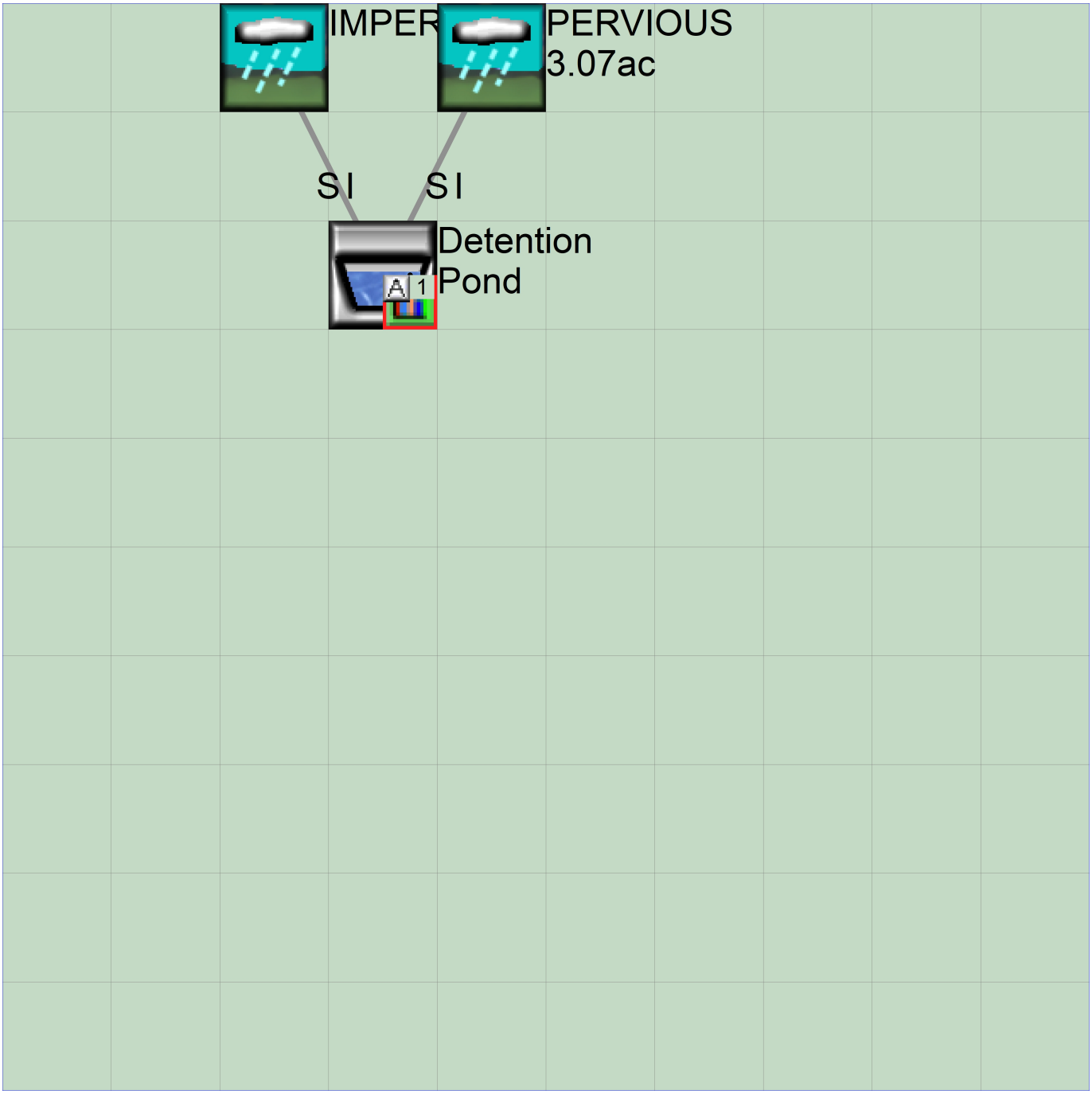
No IMPLND changes have been made.

Appendix

Predeveloped Schematic



Mitigated Schematic



Predeveloped UCI File

```
RUN

GLOBAL
  WWHM4 model simulation
  START       1948 10 01        END    2008 09 30
  RUN INTERP OUTPUT LEVEL    3    0
  RESUME     0 RUN     1                    UNIT SYSTEM     1
END GLOBAL

FILES
<File>  <Un#>   <-----------File Name------------------------------>***
<-ID->                                                              ***
WDM         26   12533 Pond.wdm
MESSU       25   Pre12533 Pond.MES
            27   Pre12533 Pond.L61
            28   Pre12533 Pond.L62
            30   POC12533 Pond1.dat
END FILES

OPN SEQUENCE
    INGRP              INDELT 00:15
      PERLND      29
      COPY       501
      DISPLY       1
    END INGRP
END OPN SEQUENCE
DISPLY
  DISPLY-INFO1
    # -  #<----------Title----------->***TRAN PIVL DIG1 FIL1  PYR DIG2 FIL2 YRND
    1        Basin  1X                   MAX                     1    2   30    9
  END DISPLY-INFO1
END DISPLY
COPY
  TIMESERIES
    # -  #  NPT  NMN ***
    1         1    1
  501         1    1
  END TIMESERIES
END COPY
GENER
  OPCODE
    #    # OPCD ***
  END OPCODE
  PARM
    #    #         K ***
  END PARM
END GENER
PERLND
  GEN-INFO
    <PLS ><-------Name------->NBLKS   Unit-systems   Printer ***
    # -  #                          User  t-series Engl Metr ***
                                       in  out           ***
   29     SG4, Forest, Mod        1    1    1    1   27    0
  END GEN-INFO
  *** Section PWATER***

  ACTIVITY
    <PLS > ************ Active Sections ******************************
    # -  # ATMP SNOW PWAT  SED  PST  PWG PQAL MSTL PEST NITR PHOS TRAC ***
   29         0    0    1    0    0    0    0    0    0    0    0    0
  END ACTIVITY

  PRINT-INFO
    <PLS > ***************** Print-flags **************************** PIVL  PYR
    # -  # ATMP SNOW PWAT  SED  PST  PWG PQAL MSTL PEST NITR PHOS TRAC  *********
   29         0    0    4    0    0    0    0    0    0    0    0    0    1    9
  END PRINT-INFO
```

```
  PWAT-PARM1
    <PLS >  PWATER variable monthly parameter value flags  ***
    # -  # CSNO RTOP UZFG  VCS  VUZ  VNN VIFW VIRC  VLE INFC  HWT ***
   29         0    0    0    0    0    0    0    0    0    0    0
  END PWAT-PARM1

  PWAT-PARM2
    <PLS >      PWATER input info: Part 2         ***
    # -  # ***FOREST      LZSN    INFILT      LSUR     SLSUR     KVARY     AGWRC
   29              0         6      0.04       400       0.1         0      0.96
  END PWAT-PARM2

  PWAT-PARM3
    <PLS >      PWATER input info: Part 3         ***
    # -  # ***PETMAX    PETMIN    INFEXP    INFILD    DEEPFR    BASETP    AGWETP
   29              0         0         3         2         0         0         0
  END PWAT-PARM3
  PWAT-PARM4
    <PLS >     PWATER input info: Part 4                              ***
    # -  #     CEPSC      UZSN      NSUR     INTFW       IRC     LZETP ***
   29            0.2       0.4      0.35         2       0.4       0.7
  END PWAT-PARM4

  PWAT-STATE1
    <PLS > *** Initial conditions at start of simulation
               ran from 1990 to end of 1992 (pat 1-11-95) RUN 21 ***
    # -  # ***  CEPS      SURS       UZS      IFWS       LZS      AGWS      GWVS
   29              0         0         0         0       2.5         1         0
  END PWAT-STATE1

END PERLND

IMPLND
  GEN-INFO
    <PLS ><-------Name------->   Unit-systems   Printer ***
    # -  #                     User  t-series Engl Metr ***
                                      in  out           ***
  END GEN-INFO
  *** Section IWATER***

  ACTIVITY
    <PLS > ************* Active Sections ******************************
    # -  # ATMP SNOW IWAT  SLD  IWG IQAL   ***
  END ACTIVITY

  PRINT-INFO
    <ILS > ******** Print-flags ******** PIVL  PYR
    # -  # ATMP SNOW IWAT  SLD  IWG IQAL    *********
  END PRINT-INFO

  IWAT-PARM1
    <PLS >  IWATER variable monthly parameter value flags  ***
    # -  # CSNO RTOP  VRS  VNN RTLI     ***
  END IWAT-PARM1

  IWAT-PARM2
    <PLS >      IWATER input info: Part 2         ***
    # -  # ***  LSUR     SLSUR      NSUR     RETSC
  END IWAT-PARM2

  IWAT-PARM3
    <PLS >      IWATER input info: Part 3         ***
    # -  # ***PETMAX    PETMIN
  END IWAT-PARM3

  IWAT-STATE1
    <PLS > *** Initial conditions at start of simulation
    # -  # ***  RETS      SURS
  END IWAT-STATE1
```

```
END IMPLND

SCHEMATIC
<-Source->                  <--Area-->     <-Target->   MBLK   ***
<Name>   #                  <-factor->     <Name>   #   Tbl#   ***
Basin  1X***
PERLND  29                        6.41     COPY   501     12
PERLND  29                        6.41     COPY   501     13

******Routing******
END SCHEMATIC

NETWORK
<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   #        <Name> # #<-factor->strg <Name>   #   #        <Name> # #  ***
COPY   501 OUTPUT MEAN   1 1   48.4        DISPLY   1     INPUT  TIMSER 1



<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   #        <Name> # #<-factor->strg <Name>   #   #        <Name> # #  ***
END NETWORK

RCHRES
  GEN-INFO
    RCHRES       Name        Nexits   Unit Systems   Printer                ***
    # -  #<------------------><---> User T-series  Engl Metr LKFG           ***
                                       in  out                              ***
  END GEN-INFO
  *** Section RCHRES***

  ACTIVITY
    <PLS > ************ Active Sections ****************************
    # -  # HYFG ADFG CNFG HTFG SDFG GQFG OXFG NUFG PKFG PHFG ***
  END ACTIVITY

  PRINT-INFO
    <PLS > ***************** Print-flags ******************* PIVL  PYR
    # -  # HYDR ADCA CONS HEAT  SED  GQL OXRX NUTR PLNK PHCB PIVL  PYR  *********
  END PRINT-INFO

  HYDR-PARM1
    RCHRES  Flags for each HYDR Section                                  ***
    # -  #  VC A1 A2 A3  ODFVFG for each *** ODGTFG for each     FUNCT  for each
            FG FG FG FG  possible  exit  *** possible  exit      possible  exit
             *  *  *  *    *  *  *  *  *      *  *  *  *  *        ***
  END HYDR-PARM1

  HYDR-PARM2
    # -  #    FTABNO       LEN     DELTH     STCOR        KS      DB50       ***
  <------><--------><--------><--------><--------><--------><-------->       ***
  END HYDR-PARM2
  HYDR-INIT
    RCHRES  Initial conditions for each HYDR section                     ***
    # -  # ***   VOL     Initial  value  of COLIND     Initial  value  of OUTDGT
          *** ac-ft     for each possible exit        for each possible exit
  <------><-------->     <---><---><---><---><---> *** <---><---><---><---><--->
  END HYDR-INIT
END RCHRES

SPEC-ACTIONS
END SPEC-ACTIONS
FTABLES
END FTABLES

EXT SOURCES
<-Volume-> <Member> SsysSgap<--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   # <Name> # tem strg<-factor->strg <Name>   #   #        <Name> # #  ***
WDM      2 PREC     ENGL    1.37           PERLND   1 999 EXTNL  PREC
WDM      2 PREC     ENGL    1.37           IMPLND   1 999 EXTNL  PREC
```

```
WDM      1 EVAP     ENGL    0.8             PERLND   1 999 EXTNL  PETINP
WDM      1 EVAP     ENGL    0.8             IMPLND   1 999 EXTNL  PETINP

END EXT SOURCES

EXT TARGETS
<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Volume-> <Member> Tsys Tgap Amd ***
<Name>   #        <Name> # #<-factor->strg <Name>   # <Name>    tem strg strg***
COPY   501 OUTPUT MEAN   1 1     48.4      WDM    501 FLOW     ENGL      REPL
END EXT TARGETS

MASS-LINK
<Volume>   <-Grp> <-Member-><--Mult-->     <Target>       <-Grp> <-Member->***
<Name>            <Name> # #<-factor->     <Name>                <Name> # #***
  MASS-LINK       12
PERLND     PWATER SURO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   12

  MASS-LINK       13
PERLND     PWATER IFWO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   13


END MASS-LINK

END RUN
```

Mitigated UCI File

```
RUN

GLOBAL
  WWHM4 model simulation
  START       1948 10 01        END    2008 09 30
  RUN INTERP OUTPUT LEVEL    3    0
  RESUME     0 RUN     1                    UNIT SYSTEM     1
END GLOBAL

FILES
<File>  <Un#>   <-----------File Name------------------------------>***
<-ID->                                                              ***
WDM         26   12533 Pond.wdm
MESSU       25   Mit12533 Pond.MES
            27   Mit12533 Pond.L61
            28   Mit12533 Pond.L62
            30   POC12533 Pond1.dat
END FILES

OPN SEQUENCE
    INGRP              INDELT 00:15
      IMPLND       1
      IMPLND       4
      IMPLND       8
      PERLND      32
      RCHRES       1
      COPY         1
      COPY       501
      DISPLY       1
    END INGRP
END OPN SEQUENCE
DISPLY
  DISPLY-INFO1
    # -  #<----------Title----------->***TRAN PIVL DIG1 FIL1  PYR DIG2 FIL2 YRND
    1        Detention Pond              MAX                    1    2   30    9
  END DISPLY-INFO1
END DISPLY
COPY
  TIMESERIES
    # -  #  NPT  NMN ***
    1         1    1
  501         1    1
  END TIMESERIES
END COPY
GENER
  OPCODE
    #    # OPCD ***
  END OPCODE
  PARM
    #    #         K ***
  END PARM
END GENER
PERLND
  GEN-INFO
    <PLS ><-------Name------->NBLKS   Unit-systems   Printer ***
    # -  #                          User  t-series Engl Metr ***
                                          in  out           ***
   32     SG4, Field, Mod         1    1    1    1   27    0
  END GEN-INFO
  *** Section PWATER***

  ACTIVITY
    <PLS > ************ Active Sections ******************************
    # -  # ATMP SNOW PWAT  SED  PST  PWG PQAL MSTL PEST NITR PHOS TRAC ***
   32         0    0    1    0    0    0    0    0    0    0    0    0
  END ACTIVITY

  PRINT-INFO
```

```
    <PLS > ***************** Print-flags ***************************** PIVL  PYR
    # -  # ATMP SNOW PWAT  SED  PST  PWG PQAL MSTL PEST NITR PHOS TRAC  *********
   32         0    0    4    0    0    0    0    0    0    0    0    0    1    9
  END PRINT-INFO

  PWAT-PARM1
    <PLS >  PWATER variable monthly parameter value flags  ***
    # -  # CSNO RTOP UZFG  VCS  VUZ  VNN VIFW VIRC  VLE INFC  HWT ***
   32         0    0    0    0    0    0    0    0    0    0    0
  END PWAT-PARM1

  PWAT-PARM2
    <PLS >      PWATER input info: Part 2         ***
    # -  # ***FOREST      LZSN    INFILT      LSUR     SLSUR     KVARY     AGWRC
   32              0         6      0.03       400       0.1         0      0.96
  END PWAT-PARM2

  PWAT-PARM3
    <PLS >      PWATER input info: Part 3         ***
    # -  # ***PETMAX    PETMIN    INFEXP    INFILD    DEEPFR    BASETP    AGWETP
   32              0         0         3         2         0         0         0
  END PWAT-PARM3
  PWAT-PARM4
    <PLS >     PWATER input info: Part 4                                  ***
    # -  #     CEPSC      UZSN      NSUR     INTFW       IRC     LZETP ***
   32          0.15       0.4       0.3         2       0.4       0.4
  END PWAT-PARM4

  PWAT-STATE1
    <PLS > *** Initial conditions at start of simulation
             ran from 1990 to end of 1992 (pat 1-11-95) RUN 21 ***
    # -  # ***  CEPS      SURS       UZS      IFWS       LZS      AGWS      GWVS
   32              0         0         0         0       2.5         1         0
  END PWAT-STATE1

END PERLND

IMPLND
  GEN-INFO
    <PLS ><-------Name------->   Unit-systems   Printer ***
    # -  #                     User  t-series Engl Metr ***
                                     in  out           ***
    1      ROADS/FLAT             1    1    1   27    0
    4      ROOF TOPS/FLAT         1    1    1   27    0
    8      SIDEWALKS/FLAT         1    1    1   27    0
  END GEN-INFO
  *** Section IWATER***

  ACTIVITY
    <PLS > ************ Active Sections ****************************
    # -  # ATMP SNOW IWAT  SLD  IWG IQAL   ***
    1         0    0    1    0    0    0
    4         0    0    1    0    0    0
    8         0    0    1    0    0    0
  END ACTIVITY

  PRINT-INFO
    <ILS > ******** Print-flags ******** PIVL  PYR
    # -  # ATMP SNOW IWAT  SLD  IWG IQAL    *********
    1         0    0    4    0    0    4    1    9
    4         0    0    4    0    0    0    1    9
    8         0    0    4    0    0    0    1    9
  END PRINT-INFO

  IWAT-PARM1
    <PLS >  IWATER variable monthly parameter value flags  ***
    # -  # CSNO RTOP  VRS  VNN RTLI     ***
    1         0    0    0    0    0
    4         0    0    0    0    0
    8         0    0    0    0    0
```

```
  END IWAT-PARM1

  IWAT-PARM2
    <PLS >      IWATER input info: Part 2         ***
    # -  # ***  LSUR     SLSUR      NSUR     RETSC
    1            400      0.01       0.1       0.1
    4            400      0.01       0.1       0.1
    8            400      0.01       0.1       0.1
  END IWAT-PARM2

  IWAT-PARM3
    <PLS >      IWATER input info: Part 3         ***
    # -  # ***PETMAX    PETMIN
    1              0         0
    4              0         0
    8              0         0
  END IWAT-PARM3

  IWAT-STATE1
    <PLS > *** Initial conditions at start of simulation
    # -  # ***  RETS      SURS
    1              0         0
    4              0         0
    8              0         0
  END IWAT-STATE1

END IMPLND

SCHEMATIC
<-Source->                  <--Area-->     <-Target->   MBLK   ***
<Name>   #                  <-factor->     <Name>   #   Tbl#   ***
IMPERVIOUS***
IMPLND   1                        1.42     RCHRES   1      5
IMPLND   4                        1.74     RCHRES   1      5
IMPLND   8                        0.18     RCHRES   1      5
PERVIOUS***
PERLND  32                        3.07     RCHRES   1      2
PERLND  32                        3.07     RCHRES   1      3

******Routing******
IMPLND   1                        1.42     COPY     1     15
IMPLND   4                        1.74     COPY     1     15
IMPLND   8                        0.18     COPY     1     15
PERLND  32                        3.07     COPY     1     12
PERLND  32                        3.07     COPY     1     13
RCHRES   1                           1     COPY   501     16
END SCHEMATIC

NETWORK
<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   #        <Name> # #<-factor->strg <Name>   #   #        <Name> # #  ***
COPY   501 OUTPUT MEAN   1 1   48.4        DISPLY   1     INPUT  TIMSER 1



<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   #        <Name> # #<-factor->strg <Name>   #   #        <Name> # #  ***
END NETWORK

RCHRES
  GEN-INFO
    RCHRES       Name        Nexits   Unit Systems   Printer                ***
    # -  #<------------------><---> User T-series  Engl Metr LKFG           ***
                                       in  out                              ***
    1     Detention Pond          1    1    1    1   28    0    1
  END GEN-INFO
  *** Section RCHRES***

  ACTIVITY
    <PLS > ************ Active Sections ****************************
```

```
    # -  # HYFG ADFG CNFG HTFG SDFG GQFG OXFG NUFG PKFG PHFG ***
    1         1    0    0    0    0    0    0    0    0
  END ACTIVITY

  PRINT-INFO
    <PLS > ***************** Print-flags ****************** PIVL  PYR
    # -  # HYDR ADCA CONS HEAT  SED  GQL OXRX NUTR PLNK PHCB PIVL  PYR  *********
    1         4    0    0    0    0    0    0    0    0    0    1    9
  END PRINT-INFO

  HYDR-PARM1
    RCHRES  Flags for each HYDR Section                                      ***
    # -  #  VC A1 A2 A3  ODFVFG for each *** ODGTFG for each     FUNCT  for each
            FG FG FG FG  possible  exit  *** possible  exit      possible  exit
             *  *  *  *    *  *  *  *  *       *  *  *  *  *         ***
    1        0  1  0  0    4  0  0  0  0       0  0  0  0  0        2  2  2  2  2
  END HYDR-PARM1

  HYDR-PARM2
    # -  #    FTABNO       LEN     DELTH     STCOR        KS      DB50        ***
  <------><--------><--------><--------><--------><--------><-------->       ***
    1               1      0.01       0.0       0.0       0.5       0.0
  END HYDR-PARM2
  HYDR-INIT
    RCHRES  Initial conditions for each HYDR section                         ***
    # -  # ***   VOL     Initial  value  of COLIND     Initial  value  of OUTDGT
          *** ac-ft     for each possible exit        for each possible exit
  <------><-------->     <---><---><---><---><---> *** <---><---><---><---><---><--->
    1           0         4.0  0.0  0.0  0.0  0.0       0.0  0.0  0.0  0.0  0.0
  END HYDR-INIT
END RCHRES

SPEC-ACTIONS
END SPEC-ACTIONS
FTABLES
  FTABLE      1
   91    4
     Depth      Area    Volume  Outflow1 Velocity  Travel Time***
      (ft)   (acres) (acre-ft)   (cfs)   (ft/sec)    (Minutes)***
  0.000000  0.057392  0.000000  0.000000
  0.066667  0.058006  0.003847  0.013499
  0.133333  0.058623  0.007734  0.048368
  0.200000  0.059243  0.011663  0.093664
  0.266667  0.059867  0.015633  0.126120
  0.333333  0.060494  0.019645  0.141007
  0.400000  0.061124  0.023699  0.154465
  0.466667  0.061757  0.027795  0.166842
  0.533333  0.062394  0.031934  0.178361
  0.600000  0.063034  0.036115  0.189181
  0.666667  0.063677  0.040338  0.199414
  0.733333  0.064324  0.044605  0.209147
  0.800000  0.064973  0.048915  0.218447
  0.866667  0.065626  0.053268  0.227367
  0.933333  0.066283  0.057665  0.235950
  1.000000  0.066942  0.062106  0.244231
  1.066667  0.067605  0.066591  0.252241
  1.133333  0.068271  0.071120  0.260004
  1.200000  0.068940  0.075694  0.267542
  1.266667  0.069613  0.080312  0.274873
  1.333333  0.070289  0.084976  0.282014
  1.400000  0.070968  0.089684  0.288978
  1.466667  0.071650  0.094438  0.295779
  1.533333  0.072336  0.099238  0.302426
  1.600000  0.073025  0.104083  0.308931
  1.666667  0.073717  0.108975  0.315301
  1.733333  0.074412  0.113912  0.321545
  1.800000  0.075111  0.118896  0.327671
  1.866667  0.075813  0.123927  0.333683
  1.933333  0.076518  0.129005  0.339590
  2.000000  0.077227  0.134130  0.345395
```

```
  2.066667  0.077939  0.139302  0.351105
  2.133333  0.078654  0.144522  0.356723
  2.200000  0.079372  0.149789  0.362253
  2.266667  0.080093  0.155105  0.367701
  2.333333  0.080818  0.160468  0.373069
  2.400000  0.081546  0.165881  0.378361
  2.466667  0.082278  0.171341  0.383580
  2.533333  0.083012  0.176851  0.388729
  2.600000  0.083750  0.182410  0.393811
  2.666667  0.084491  0.188018  0.398828
  2.733333  0.085236  0.193675  0.403783
  2.800000  0.085983  0.199383  0.408677
  2.866667  0.086734  0.205140  0.413514
  2.933333  0.087489  0.210947  0.418294
  3.000000  0.088246  0.216805  0.423021
  3.066667  0.089007  0.222714  0.427695
  3.133333  0.089771  0.228673  0.432319
  3.200000  0.090538  0.234683  0.436894
  3.266667  0.091309  0.240745  0.441422
  3.333333  0.092082  0.246858  0.445903
  3.400000  0.092860  0.253023  0.450340
  3.466667  0.093640  0.259239  0.454734
  3.533333  0.094423  0.265508  0.464118
  3.600000  0.095210  0.271829  0.489196
  3.666667  0.096000  0.278203  0.522424
  3.733333  0.096794  0.284629  0.561352
  3.800000  0.097590  0.291109  0.604680
  3.866667  0.098390  0.297641  0.651536
  3.933333  0.099194  0.304228  0.701268
  4.000000  0.100000  0.310867  0.753362
  4.066667  0.100810  0.317561  0.807390
  4.133333  0.101623  0.324309  0.862985
  4.200000  0.102439  0.331111  0.919830
  4.266667  0.103258  0.337967  0.977640
  4.333333  0.104081  0.344879  1.036161
  4.400000  0.104907  0.351845  1.095161
  4.466667  0.105737  0.358866  1.154424
  4.533333  0.106569  0.365943  1.219584
  4.600000  0.107405  0.373076  1.292175
  4.666667  0.108244  0.380264  1.366856
  4.733333  0.109086  0.387508  1.443565
  4.800000  0.109932  0.394809  1.522248
  4.866667  0.110781  0.402166  1.602852
  4.933333  0.111633  0.409580  2.051313
  5.000000  0.112489  0.417051  2.161449
  5.066667  0.113347  0.424578  2.316762
  5.133333  0.114209  0.432164  2.589369
  5.200000  0.115074  0.439806  2.905239
  5.266667  0.115943  0.447507  3.200546
  5.333333  0.116815  0.455266  3.421900
  5.400000  0.117690  0.463082  3.555523
  5.466667  0.118568  0.470958  3.680538
  5.533333  0.119449  0.478892  3.787174
  5.600000  0.120334  0.486884  3.887519
  5.666667  0.121222  0.494936  3.982594
  5.733333  0.122114  0.503047  4.073171
  5.800000  0.123008  0.511218  4.159848
  5.866667  0.123906  0.519449  4.243101
  5.933333  0.124807  0.527739  4.323318
  6.000000  0.125712  0.536090  4.400816
  END FTABLE  1
END FTABLES

EXT SOURCES
<-Volume-> <Member> SsysSgap<--Mult-->Tran <-Target vols> <-Grp> <-Member->  ***
<Name>   # <Name> # tem strg<-factor->strg <Name>   #   #        <Name> # #  ***
WDM      2 PREC     ENGL    1.37           PERLND   1 999 EXTNL  PREC
WDM      2 PREC     ENGL    1.37           IMPLND   1 999 EXTNL  PREC
WDM      1 EVAP     ENGL    0.8            PERLND   1 999 EXTNL  PETINP
WDM      1 EVAP     ENGL    0.8            IMPLND   1 999 EXTNL  PETINP
```

```
END EXT SOURCES

EXT TARGETS
<-Volume-> <-Grp> <-Member-><--Mult-->Tran <-Volume-> <Member> Tsys Tgap Amd ***
<Name>   #        <Name> # #<-factor->strg <Name>   # <Name>    tem strg strg***
RCHRES   1 HYDR   RO     1 1        1      WDM   1048 FLOW     ENGL      REPL
RCHRES   1 HYDR   STAGE  1 1        1      WDM   1049 STAG     ENGL      REPL
COPY     1 OUTPUT MEAN   1 1     48.4      WDM    701 FLOW     ENGL      REPL
COPY   501 OUTPUT MEAN   1 1     48.4      WDM    801 FLOW     ENGL      REPL
END EXT TARGETS

MASS-LINK
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<Name>             <Name> # #<-factor->     <Name>                <Name> # #***
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PERLND     PWATER SURO       0.083333      RCHRES         INFLOW IVOL
  END MASS-LINK    2

  MASS-LINK        3
PERLND     PWATER IFWO       0.083333      RCHRES         INFLOW IVOL
  END MASS-LINK    3

  MASS-LINK        5
IMPLND     IWATER SURO       0.083333      RCHRES         INFLOW IVOL
  END MASS-LINK    5

  MASS-LINK       12
PERLND     PWATER SURO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   12

  MASS-LINK       13
PERLND     PWATER IFWO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   13

  MASS-LINK       15
IMPLND     IWATER SURO       0.083333      COPY           INPUT  MEAN
  END MASS-LINK   15

  MASS-LINK       16
RCHRES     ROFLOW                          COPY           INPUT  MEAN
  END MASS-LINK   16


END MASS-LINK

END RUN
```

Predeveloped HSPF Message File

Mitigated HSPF Message File

Disclaimer

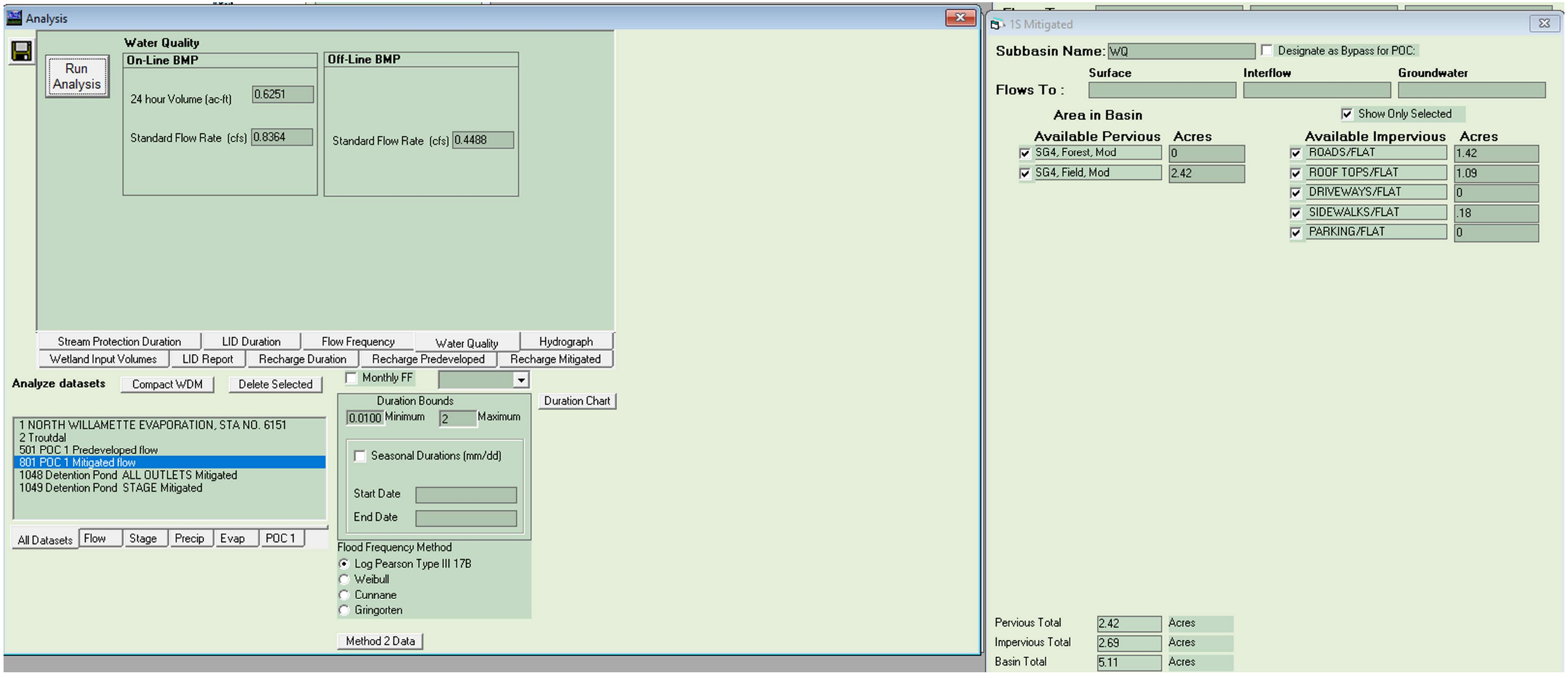
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Clear Creek Solutions, Inc.
6200 Capitol Blvd. Ste F
Olympia, WA. 98501
Toll Free 1(866)943-0304
Local (360)943-0304

www.clearcreeksolutions.com

Appendix F


Analysis
Water Quality
Run Analysis
On-Line BMP
24 hour Volume (ac-ft) 0.6251
Standard Flow Rate (cfs) 0.8364
Off-Line BMP
Standard Flow Rate (cfs) 0.4488
Stream Protection Duration
LID Duration
Flow Frequency
Water Quality
Hydrograph
Wetland Input Volumes
LID Report
Recharge Duration
Recharge Predeveloped
Recharge Mitigated
Analyze datasets
Compact WDM
Delete Selected
Monthly FF
Duration Chart
1 NORTH WILLAMETTE EVAPORATION, STA NO. 6151
2 Troutdal
501 POC 1 Predeveloped flow
801 POC 1 Mitigated flow
1048 Detention Pond ALL OUTLETS Mitigated
1049 Detention Pond STAGE Mitigated
All Datasets
Flow
Stage
Precip
Evap
POC 1
Duration Bounds
0.0100 Minimum
2 Maximum
Seasonal Durations (mm/dd)
Start Date
End Date
Flood Frequency Method
Log Pearson Type III 17B
Weibull
Cunnane
Gringorten
Method 2 Data
1S Mitigated
Subbasin Name: WQ
Designate as Bypass for POC:
Surface
Interflow
Groundwater
Flows To :
Area in Basin
Show Only Selected
Available Pervious
Acres
SG4, Forest, Mod 0
SG4, Field, Mod 2.42
Available Impervious
Acres
ROADS/FLAT 1.42
ROOF TOPS/FLAT 1.09
DRIVEWAYS/FLAT 0
SIDEWALKS/FLAT .18
PARKING/FLAT 0
Pervious Total 2.42 Acres
Impervious Total 2.69 Acres
Basin Total 5.11 Acres

Appendix G

Report of Geotechnical Engineering Services

Uhacz Development

Camas, Washington

June 17, 2025

Geotechnical ■ Environmental ■ Special Inspections

Columbia West

Engineering, Inc



Geotechnical ▪ Environmental ▪ Special Inspections
Columbia West Engineering, Inc

Vancouver, Washington • Phone: 360-823-2900
Portland, Oregon • Phone: 971-384-1666
www.columbia-west.com

June 17, 2025

Romano Development, Inc.
4660 NE 77th Avenue, Suite 200
Vancouver, WA 98662

Attn: Stacey Shields and Dominic Maiello

Re: Report of Geotechnical Engineering Services
Uhacz Development
27429 SE 15th Street
Camas, Washington
CWE Project: Romano-8-01-1

Columbia West Engineering, Inc. (Columbia West) is pleased to present this geotechnical report for the proposed Uhacz Development in Camas, Washington. Our services were conducted in accordance with the Annual Master Services Agreement dated June 16, 2023, and the Work Order for Environmental Services dated May 5, 2025, between Romano Development, Inc. and Columbia West.

We appreciate the opportunity to work on the project. Please contact us if you have any questions regarding this report.

Sincerely,

Nick Paveglio, PE
Principal Engineer

NNP:kat
Attachments
Document ID: Romano-8-01-1-061725-geor.docx



Signed 06/17/2025

EXECUTIVE SUMMARY

This section provides a summary of the geotechnical considerations associated with the proposed Uhacz Development in Camas, Washington. Our conclusions and recommendations are based on the subsurface information presented in the report and proposed development information provided by the design team. A detailed discussion of the geotechnical considerations summarized herein is presented in respective sections of the report.

- Structures associated with the development can be supported on conventional spread footings bearing on firm, native soil or structural fill overlying firm, native soil.

- Based on the soil and groundwater conditions at the site, seismic settlement and lateral spreading are not design considerations for the project.

- The on-site soil will generally provide poor support for construction equipment during the wet construction season. Subgrade protection during construction will be important. Granular haul roads and working pads should be employed if earthwork occurs during the wet season or when the subgrade is wet of optimum moisture content.

- Moisture conditioning will be required to use the on-site soil as structural fill. Accordingly, extended dry weather will be required to adequately condition and place the silt as structural fill. It will be difficult, if not impossible, to adequately compact the on-site soil during the rainy season or during prolonged periods of rainfall.

- Due to the sloping topography, silty subsurface soil, and perched groundwater encountered in our test pits, perimeter building foundation drains are recommended for all structures at the site.

- Dewatering may be required in portions of the site, particularly in cut areas.

- Based on the soil and groundwater conditions, infiltration systems are not feasible at the site.

TABLE OF CONTENTS

ABBREVIATIONS AND ACRONYMS

1.0 INTRODUCTION 1
2.0 PURPOSE AND SCOPE 1
3.0 SITE CONDITIONS 2
- 3.1 Geology 2
- 3.2 Surface Conditions 2
- 3.3 Subsurface Conditions 2
- 3.4 Infiltration Testing 3
- 3.5 Geologic Hazards 4

4.0 DESIGN 5
- 4.1 Static Settlement Considerations 5
- 4.2 Foundation Support 6
- 4.3 Floor Slabs 7
- 4.4 Seismic Design Criteria 7
- 4.5 Retaining Structures 8
- 4.6 Pavement 9
- 4.7 Drainage 11
- 4.8 Permanent Slopes 11

5.0 CONSTRUCTION 11
- 5.1 Site Preparation 11
- 5.2 Construction Traffic and Staging 13
- 5.3 Excavation 13
- 5.4 Construction Dewatering 14
- 5.5 Materials 15
- 5.6 Erosion Control 21

6.0 OBSERVATION OF CONSTRUCTION 21
7.0 LIMITATIONS 21

REFERENCES 23

FIGURES
- Vicinity Map Figure 1
- Site Plan Figure 2
- Surcharge-Induced Lateral Earth Pressures Figure 3
- Typical Perforated Drainpipe Trench Detail Figure 4
- Typical Cut and Fill Cross Section Figure 5

APPENDICES
- Appendix A
  - Field Explorations A-1
  - Exploration Legend
  - Soil Classification System
  - Test Pit Logs

TABLE OF CONTENTS

APPENDICES (continued)
Appendix B
Laboratory Testing B-1
Moisture Content, Percent Passing No. 200 Sieve by Washing
Atterberg Limits Report
Appendix C
Report Limitations and Important Information C-1

ABBREVIATIONS AND ACRONYMS

AC	asphalt concrete
AOS	apparent opening size
ASCE	American Society of Civil Engineers
ASTM	ASTM International
BGS	below ground surface
CSZ	Cascadia subduction zone
ESAL	equivalent single axle load
g	gravitational acceleration (32.2 feet/second^2)
HMA	hot mix asphalt
H:V	horizontal to vertical
IBC	International Building Code
in/hr	inch(es) per hour
km	kilometers
MCE	maximum considered earthquake
M_W	moment magnitude
NGVD	National Geodetic Vertical Datum
pcf	pounds per cubic foot
pci	pounds per cubic inch
PG	performance grade
psf	pounds per square foot
psi	pounds per square inch
USDA	U.S. Department of Agriculture
USGS	U.S. Geological Survey
WSS	Washington Standard Specifications for Road, Bridge, and Municipal Construction (2024)
WWHM	Western Washington Hydrology Model

REPORT OF GEOTECHNICAL ENGINEERING SERVICES
UHACZ DEVELOPMENT
CAMAS, WASHINGTON

1.0 INTRODUCTION

Columbia West is pleased to submit this geotechnical report for the proposed Uhacz Development in Camas, Washington. The approximately 6.8-acre site is located at 27429 SE 15th Street and is currently occupied by a single-family residence and several outbuildings. The site is shown relative to surrounding physical features on Figure 1. Figure 2 shows the existing conditions of the site. Abbreviations and acronyms used herein are defined immediately following the Table of Contents.

Development consists of a residential subdivision with approximately 30 lots. Associated infrastructure, including utilities, private roadways, and stormwater detention, will also be constructed as part of the development. Structures will be of wood-framed construction and lightly loaded. We estimate that column and wall loads will not exceed 20 kips and 4 kips per lineal foot, respectively. Slab loads are not expected to exceed 150 psf.

Based on topography at the site, we anticipate cuts and fills could be moderate and up to 10 feet each and retaining walls may be constructed in portions of the development. Based on our experience in the area and results of testing, infiltration of stormwater will not be feasible due to the fine-grained nature of the near-surface soil.

2.0 PURPOSE AND SCOPE

The purpose of our services was to provide geotechnical engineering recommendations for use in design and construction of the proposed project. Specifically, we completed the following tasks:

- Reviewed information available in Columbia West's files for the site vicinity.
- Coordinated and managed the field exploration program, which included locating utilities, coordinating site access, and scheduling subcontractors and Columbia West field staff.
- Excavated eight test pits to depths between 12 and 13.5 feet BGS.
- Performed infiltration testing in select test pits to evaluate on-site infiltration potential.
- Observed subsurface conditions, maintained continuous logs of the explorations, and collected soil samples at representative intervals.
- Performed a laboratory testing program using select soil samples collected from the explorations, which included the following:
  - Six moisture content determinations in general accordance with ASTM D2216
  - Five particle-size analyses in general accordance with ASTM D1140
  - Two Atterberg limits tests in general accordance with ASTM D4318
- Prepared this geotechnical report that summarizes our explorations, laboratory testing, and analyses and provides geotechnical design criteria and construction recommendations for the development, including information relating to the following:
  - Summary of soil and groundwater conditions at the site
  - Laboratory testing results
  - Settlement potential

- Seismic hazards
- Recommendations for shallow spread footings
- Recommendations for retaining walls, including lateral earth pressures, backfill, compaction, and drainage
- Recommendations for site preparation, including grading and drainage, stripping depths, fill type for imported material, compaction criteria, trench excavation and backfill, use of on-site soil, and wet/dry weather earthwork
- Recommendations for managing groundwater conditions that may affect the performance of structures and site improvements
- Recommendations for pavement sections and construction
- Code-based seismic design parameters in accordance with currently accepted design codes

3.0 SITE CONDITIONS

3.1 GEOLOGY

The near-surface geology at the site is mapped as Oligocene-aged basaltic andesite of Elkhorn Mountain. The unit is described as a sequence of lava flows and flow breccia composed of dark gray to brown, porphyritic to seriate to aphyric tholeiitic basaltic andesite and basalt. Individual flows are generally 15 to 25 feet thick and exhibit platy to blocky to columnar jointing. The unit locally includes minor volcaniclastic rocks too thin or poorly exposed to map (Evarts and O'Connor 2008).

The Web Soil Survey indicates that the surficial soil at the site consists of Olympic clay loam and Olympic stony loam generally consisting of 3 to 4 feet of clay loam underlain by gravelly clay loam (USDA 2025).

3.2 SURFACE CONDITIONS

The approximately 6.8-acre site is located at 27429 SE 15th Street in the north portion of Camas, Washington. The property is a "flag" lot with a narrow access road off of SE 15th Street. The property is generally open with the exception of a single-family residence and several outbuildings in the central portion. Vegetation generally consists of grass with occasional mature trees near the residence and along NE Woodburn Drive at the southern site boundary.

Topography at the site slopes downward to the north and south from a topographic high in the middle of the property near the residence. Elevations at the site range between approximately 430 and 460 (NGVD 29 (47)). The slope gradient in the north portion of the site is less than approximately 5 percent while maximum slopes in the south portion of the site approach 20 percent in isolated areas.

3.3 SUBSURFACE CONDITIONS

3.3.1 General

Subsurface conditions at the site were explored by excavating eight test pits (TP-1 through TP-8) to depths between 12 and 13.5 feet BGS. The exploration locations are shown on Figure 2. A description of the field exploration program and the exploration logs are presented in Appendix A. A description of the laboratory testing program and the testing results are presented in Appendix B. A summary of the subsurface conditions is presented below.

3.3.2 Subsurface Conditions

3.3.2.1 Topsoil and Root Zones

A 3- to- 4-inch-thick root zone within an approximately 8- to 12-inch-thick topsoil zone was encountered in all of the test pits completed at the site.

3.3.2.2 Low to Medium Plasticity Silt

Underlying the topsoil at the site is low to medium plasticity silt. The silt is typically medium stiff with some clay and variable proportions of sand. It is orange-brown-gray and moist. The low to medium plasticity silt generally extends to the maximum depths explored of 13.5 feet BGS in the north portion of the site and 7 to 10 feet BGS in the south portion of the site.

Laboratory testing indicates the moisture content of the low to medium plasticity silt ranged between 27 and 50 percent at the time of exploration.

3.3.2.3 High Plasticity Silt

High plasticity silt with is present below the low to medium plasticity silt in the south portion of the site. The silt is generally stiff and sandy with cobbles and boulders and some clay. The silt is orange-brown and moist. We interpret the silt to be highly decomposed Elkhorn Mountain basalt as described in Section 3.1 (Geology). The high plasticity silt extends to the maximum depth explored of up to 13 feet BGS, where encountered.

Laboratory testing indicates the moisture content of the high plasticity silt ranged between 40 and 45 percent at the time of exploration.

3.3.3 Groundwater

Slow to moderate groundwater seepage was encountered in several of the test pits at depths between 7 and 11 feet BGS. We anticipate the observed groundwater is perched and static groundwater will be more than 50 feet BGS.

Perched groundwater levels are subject to seasonal variation and may rise during extended periods of increased precipitation. Perched groundwater may also be present in localized areas and not consistently across the site. Seepage from perched groundwater may become evident during site grading, primarily along slopes or in areas cut below existing grade.

3.4 INFILTRATION TESTING

Infiltration testing was completed in three of the test pits to assist in the evaluation of stormwater management facilities for the project. The infiltration testing was conducted in general accordance with the recommendations for the encased falling head method per the *Clark County Stormwater Manual* (Clark County 2021). Table 1 summarizes our infiltration testing results and fines content determinations. The exploration logs and the laboratory testing results are presented in Appendices A and B, respectively.

Table 1. Infiltration Testing Results

Location	Depth (feet BGS)	Soil Type	Fines Content[1] (percent)	Unfactored Infiltration Rate (in/hr)
TP-2	4	Silt	85	Negligible
TP-5	4	Silt with sand	73	Negligible
TP-7	4	Sandy Silt	54	Negligible

1. Fines content: percent passing U.S. Standard No. 200 sieve

As indicated in Table 1, near-surface infiltration rates were negligible in the tested locations. Based on review of Table 7-2 of the USDA hydrologic soil group criteria (USDA 2009), Appendix 2-A of the 2021 *Clark County Stormwater Manual*, and the *Clark County WWHM Soil Groupings* memorandum (Otak, Inc. 2010), the near-surface native soil meets the classification criteria for WWHM Soil Group 4. Based on the near-surface soil at the site and the results of testing, on-site infiltration systems are not feasible.

3.5 GEOLOGIC HAZARDS

3.5.1 Seismic Setting

3.5.1.1 Earthquake Sources

Three scenario earthquakes were considered for this study consistent with the local seismic setting. Two of the possible earthquake sources are associated with the CSZ, and the third event is a shallow, local crustal earthquake that could occur in the North American Plate. The three earthquake scenarios are discussed below.

3.5.1.2 Regional Events

The CSZ is the region where the Juan de Fuca Plate is being subducted beneath the North American Plate. This subduction is occurring in the coastal region between Vancouver Island and northern California. Evidence has accumulated suggesting that this subduction zone has generated eight great earthquakes in the last 4,000 years, with the most recent event occurring approximately 300 years ago (Weaver and Shedlock 1991). The fault trace is mapped approximately 50 to 120 km off the Washington Coast.

Two types of subduction zone earthquakes are possible and considered in this study:

1. An interface event earthquake on the seismogenic part of the interface between the Juan de Fuca Plate and the North American Plate on the CSZ. This source is capable of generating earthquakes with a M_W of 9.0+.
2. A deep intraplate earthquake on the seismogenic part of the subducting Juan de Fuca Plate. These events typically occur at depths of between 30 and 60 km. This source is capable of generating an event with a M_W of up to 8.0.

3.5.1.3 Local Events

A significant earthquake could occur on a local fault near the site within the design life of the development. Such an event would cause ground shaking at the site that could be more intense than the CSZ events, although the duration would be shorter. Table 2 provides the closest mapped faults to the site.

Table 2. Nearest Mapped Crustal Faults[1]

Source	Closest Mapped Distance (km)	Mapped Length (km)	Slip Rate (mm/yr)
Lacamas Lake fault	1.2	24	<0.02
Grant Butte fault	14.2	10	<0.02

1. Based on mapping by USGS (2025)

3.5.2 Seismic Settlement

Liquefaction is caused by a rapid increase in pore water pressure that reduces the effective stress between soil particles. Granular soil, which relies on interparticle friction for strength, undergoes a loss of strength until the excess pore pressures dissipate. In general, loose, saturated sand soil with low silt and clay content is the most susceptible to liquefaction. Silty soil with low plasticity can be susceptible to strain softening under relatively higher levels of ground shaking. Strain-softened soil has volumetric strains much smaller than liquefiable soil due to matrix effects.

Based on the soil and groundwater conditions observed in the explorations and geology mapping, liquefaction and seismic settlement are not design considerations at the site.

3.5.3 Lateral Spreading

Lateral spreading is a liquefaction-related seismic hazard and occurs on gently sloping or flat sites underlain by liquefiable sediment adjacent to an open face, such as a riverbank. Liquefied soil adjacent to an open face can flow toward the open face, resulting in lateral ground displacement.

Because liquefiable soil is not present at the site and there is no open face at or adjacent to the site, lateral spreading is not a design consideration at the site.

3.5.4 Fault Rupture

Based on USGS mapping, the nearest mapped fault is approximately 1 km away from the site (USGS 2025). As such, fault rupture is not considered a hazard at the site.

4.0 DESIGN

4.1 STATIC SETTLEMENT CONSIDERATIONS

Subsurface conditions at the site consist of silt with varying proportions of sand, clay, cobbles, and boulders. Areal loading from placement of fill can result in settlement that can be detrimental to structural elements at the site. In general, residential structures are constructed at least several months after grading and fill-induced settlement is not a consideration. Roadways and, particularly, utilities are typically constructed shortly after fill placement. If areal fills at the site

exceed 10 feet, we should be contacted to review the grading plan to determine if settlement monitoring points should be installed to monitor settlement and determine when it is appropriate to construct settlement-sensitive improvements.

4.2 FOUNDATION SUPPORT

4.2.1 General

Based on the foundation loads in Section 1.0 (Introduction), the proposed buildings can be supported by conventional spread footings bearing on firm, native soil or engineered structural fill underlain by firm, native soil.

Footings should not be supported on topsoil or undocumented fill. All topsoil or undocumented fill should be removed from under footings and replaced with compacted crushed rock. Over excavation should extend 6 inches beyond the margins of the footings for every foot excavated below the base grades of the footings. Crushed rock should consist of imported granular material, as defined in Section 5.5.1 (Structural Fill). Imported granular material should be compacted to not less than 95 percent of maximum dry density as determined by ASTM D1557 or until well-keyed as determined by one of our geotechnical staff. We recommend that a member of our geotechnical staff observe the prepared footing subgrade.

4.2.2 Dimensions and Capacities

Continuous perimeter wall and isolated spread footings should have minimum widths of 16 and 20 inches, respectively. The bases of exterior footings should bear at least 18 inches below the lowest adjacent exterior grade. The bases of interior footings should bear at least 12 inches below the base of the floor slab.

Footings bearing on subgrade prepared as recommended above should be sized based on an allowable bearing pressure of 2,000 psf. As the allowable bearing pressure is a net bearing pressure, the weight of the footing and associated backfill may be ignored when calculating footing sizes. The recommended allowable bearing pressure applies to the total of dead plus long-term live loads and is typically increased by one-third for transient lateral forces such as seismic or wind.

If footings are constructed after fill-induced settlement is complete, total post-construction consolidation settlement is expected to be less than 1.0 inch, with differential settlement less than 0.5 inch over a 50-foot span.

4.2.3 Resistance to Sliding

Lateral loads on footings can be resisted by passive earth pressure on the sides of structures and by friction on the bases of footings. Our analysis indicates that the available passive earth pressure for footings confined by native soil and structural fill is 300 pcf, modeled as an equivalent fluid pressure. Typically, the movement required to develop the available passive resistance may be relatively large; therefore, we recommend using a reduced passive equivalent fluid pressure of 250 pcf. Adjacent floor slabs, pavement, or the upper 12-inch depth of unpaved areas should not be considered when calculating passive resistance. In addition, in order to rely on passive resistance, a minimum of 5 feet of horizontal clearance must exist between the faces of the footings and any adjacent down slopes.

An allowable coefficient of friction equal to 0.30 can be used for footings supported on native soil. If a minimum of 6 inches of gravel are placed at the base of a footing, the coefficient of friction can be increased to 0.45.

4.2.4 Subgrade Observation and Preparation

All footing subgrade should be evaluated by a representative of Columbia West to confirm suitable bearing conditions. Observations should also confirm that loose or soft material, organic material, unsuitable fill, prior topsoil zones, and softened subgrade (if present) have been removed. Localized deepening of footing excavations may be required to penetrate any deleterious or soft material, particularly during wet weather conditions.

4.2.5 Foundation Drainage

Foundation drains should be installed for structures associated with the development as described in Section 4.7 (Drainage).

4.3 FLOOR SLABS

Floor slabs supporting loading of up to 150 psf can be supported on firm soil, provided the subgrade is prepared as described in Section 4.1 (Static Settlement Considerations) and Section 5.1 (Site Preparation). A modulus of subgrade reaction of 100 pci can be used to design slabs. A minimum 6-inch-thick layer of imported granular material should be placed and compacted over the prepared subgrade to assist as a capillary break. The floor slab base rock should be crushed rock or crushed gravel and sand meeting the requirements outlined in Section 5.5.1 (Structural Fill). The imported granular material should be placed in one lift and compacted to not less than 95 percent of maximum dry density as determined by ASTM D1557. Floor slab base rock contaminated with excessive fines (greater than 5 percent by dry weight passing the U.S. Standard No. 200 sieve) should be replaced.

Flooring manufacturers often require vapor barriers to protect flooring and flooring adhesives. Many flooring manufacturers will warrant their product only if a vapor barrier is installed according to their recommendations. Selection and design of an appropriate vapor barrier, if needed, should be based on discussions among members of the design team. We can provide additional information to assist you with your decision.

4.4 SEISMIC DESIGN CRITERIA

The structures will likely be constructed in accordance with the 2021 IBC, which references ASCE 7-16 for design parameters. Based on geologic mapping, our explorations, and review of well logs for the area, the appropriate seismic site class for design is C. Seismic design parameters in accordance with ASCE 7-16 are provided in Table 3.

Table 3. ASCE 7-16 Seismic Design Parameters

Parameter	Short Period (T_s)	1 Second Period (T_1)
MCE spectral response acceleration, S	S_S = 0.787 g	S_1 = 0.345 g
Site class	C	
Site coefficient, F	F_a = 1.2	F_v = 1.5
Adjusted spectral response acceleration, S_M	S_{MS} = 0.945 g	S_{M1} = 0.571 g
Design spectral response acceleration, S_D	S_{DS} = 0.630 g	S_{D1} = 0.345 g

4.5 RETAINING STRUCTURES

4.5.1 Assumptions

Our retaining wall design recommendations are based on the following assumptions: (1) the walls are cantilevered walls, (2) the walls are less than 10 feet in height, (3) drainage is provided behind the walls, (4) the retained soil has a slope flatter than 4H:1V, and (5) the ground surface at the toes of the walls has an inclination of flatter than 5H:1V. Re-evaluation of our recommendations will be required if the retaining wall design criteria for the project varies from these assumptions.

4.5.2 Wall Design Parameters

Permanent retaining structures free to rotate slightly around the base should be designed for active earth pressures using an equivalent fluid unit pressure of 35 pcf. If retaining walls are restrained against rotation during backfilling, they should be designed for an at-rest earth pressure of 55 pcf.

Seismic lateral forces can be calculated using a dynamic force equal to $7H^2$ pounds per linear foot of wall, where H is the wall height. The seismic force should be applied as a distributed load with the centroid located at 0.5H from the wall base. Footings for retaining walls should be designed as recommended for shallow foundations.

The design equivalent fluid pressure should be increased for walls that retain sloping soil. We recommend the above lateral earth pressures be increased using the factors presented in Table 4 when designing walls that retain sloping soil.

Table 4. Lateral Earth Pressure Increase Factors for Sloping Soil

Slope of Retained Soil (degrees)	Lateral Earth Pressure Increase Factor
0	1.00
5	1.06
10	1.12
20	1.33
25	1.52
30	2.27

A vertical live load of 250 psf should be applied where roadways are located within 1H of the backs of the walls, where H is the exposed height of the wall. Figure 3 should be used if other surcharges are located near the backs of the walls.

Foundations for walls can be designed in accordance with Section 4.2 (Foundation Support).

4.5.3 Wall Drainage and Backfill

The above design parameters have been provided assuming drains will be installed behind walls to prevent hydrostatic pressure from developing. If a drainage system is not installed, our office should be contacted for revised design forces.

Backfill placed behind walls and extending a horizontal distance of ½H, where H is the height of the retaining wall, should consist of retaining wall select backfill placed and compacted in conformance with Section 5.5.1 (Structural Fill).

A minimum 6-inch-diameter, perforated collector pipe should be placed at the bases of walls. The pipe should be embedded in a minimum 2-foot-wide zone of angular drain rock that is wrapped in a drainage geotextile fabric and extends up the back of the wall to within 1 foot of the finished grade. The drain rock and drainage geotextile fabric should meet the specifications in Section 5.5 (Materials). Perforated collector pipes should discharge at an appropriate location away from the bases of walls. Discharge pipes should not be tied directly into stormwater drain systems, unless measures are taken to prevent backflow into the wall's drainage system.

Settlement of up to 1 percent of the wall height commonly occurs immediately adjacent to the wall as the wall rotates and develops active lateral earth pressures. Consequently, we recommend construction of flatwork adjacent to retaining walls be postponed at least four weeks after backfilling of the wall, unless survey data indicates that settlement is complete prior to that time.

4.6 PAVEMENT

4.6.1 General

New private roadways will be installed as part of the project. All pavement should be installed on subgrade prepared in conformance with Section 5.1 (Site Preparation) and Section 5.5 (Materials). Our pavement design recommendations are based on the following assumptions:

- The top 12 inches of soil subgrade are compacted to at least 92 percent of maximum dry density as determined by ASTM D1557 or until proof rolling with heavy equipment indicates that is it firm and unyielding.
- Resilient moduli of 4,500 psi and 20,000 psi were assumed for the subgrade soil and aggregate base, respectively.
- The design manual provided for the project specifies pavement recommendations based on a design life of 20 years.
- Initial and terminal serviceability indices of 4.2 and 2.5, respectively.
- Reliability of 85 percent and standard deviation of 0.45.
- Fire access will consist of an imposed fire apparatus load of 75,000 pounds on an infrequent basis.
- No growth.

If any of our assumptions are incorrect, we should be contacted to provide alternative recommendations.

4.6.2 Traffic Loading Assumptions

We anticipate vehicle traffic will primarily consist of passenger cars and up to five semi-trucks per day. If any of these assumptions are incorrect, our office should be contacted with the appropriate information so that the pavement designs can be revised.

4.6.3 AC Pavement Design

Our AC pavement design recommendations are presented in Table 5.

Table 5. Recommended AC Pavement Sections Constructed over Native Soil or Engineered Fill

Traffic	ESALs	AC Thickness (inches)	Aggregate Base Thickness[1] (inches)
Drive aisles with limited trucks (up to five trucks per day)	25,000	3	10
Automobile parking (no trucks)	5,000	2.5	8

1. Aggregate base thickness can be decreased to 4 inches if the subgrade is cement amended to a minimum depth of 12 inches with a minimum unconfined compressive strength of 100 psi.

4.6.4 Construction Considerations

All thicknesses are intended to be the minimum acceptable. Design of the recommended sections assumes that construction will be completed during an extended period of dry weather. Wet weather construction could require an increased thickness of aggregate base.

Construction traffic should be limited to non-building, unpaved portions of the site or haul roads. Construction traffic should not be allowed on new pavement. If construction traffic is to be allowed on newly constructed road sections, an allowance for this additional traffic will need to be made in the design pavement section.

If cement amendment is completed, the amendment subgrade should be allowed to cure for at least four days prior to construction traffic or placing the base rock to avoid strength loss. Lastly, the amended subgrade should be protected with a minimum of 4 inches of base rock prior to construction traffic access.

The aggregate base thicknesses do not account for construction traffic, and haul roads and staging areas should be used as described in Section 5.2 (Construction Traffic and Staging).

4.7 DRAINAGE

4.7.1 Temporary

During work at the site, the contractor should be made responsible for temporary drainage of surface water as necessary to prevent standing water and/or erosion at the working surface. During rough and finished grading of the site, the contractor should keep all pads and subgrade free of ponding water.

4.7.2 Surface

The ground surface at finished pads should be sloped away from their edges at a minimum 2 percent gradient for a distance of at least 5 feet. Roof drainage from buildings should be directed into solid, smooth-walled drainage pipes that carry the collected water to the storm drain system.

4.7.3 Subsurface

Based on the soil and groundwater conditions at the site and sloping topography at the site, we recommend perimeter footing drains for structures in the proposed development. Perimeter foundation drains should consist of a filter fabric-wrapped, drain rock-filled trench that extends at least 12 inches below the lowest adjacent grade (i.e., slab subgrade elevation). A perforated pipe should be placed at the base to collect water that gathers in the drain rock. The drain rock and filter fabric should meet specifications in Section 5.5 (Materials). Discharge for footing drains should not be tied directly into the stormwater drainage system, unless mechanisms are installed to prevent backflow.

4.7.4 Stormwater Infiltration Systems

Based on the measured rates in Table 1 and discussion in Section 3.4 (Infiltration Testing), the near-surface native soil meets the classification criteria for WWHM Soil Group 4 and on-site infiltration systems are not viable at the site.

4.8 PERMANENT SLOPES

Permanent cut and fill slopes should not exceed 2H:1V. Slopes that will be maintained by mowing should not be constructed steeper than 3H:1V. Access roads and pavement should be located at least 5 feet from the top of cut and fill slopes. The horizontal setback should be increased to 10 feet for buildings. Note that the setback recommendations pertain to engineered cut and fill slopes only.

Concentrated drainage or water flow over the faces of slopes should be prohibited as described in this report and adequate protection against erosion is required. Fill slopes should be overbuilt, compacted, and trimmed at least 2 feet horizontally to provide adequate compaction of the outer slope face.

5.0 CONSTRUCTION

5.1 SITE PREPARATION

5.1.1 General

Site grading activities should be performed in accordance with the requirements specified in the 2021 IBC, Chapter 18 and Appendix J, with exceptions noted in this report. Site preparation should be observed and documented by Columbia West.

5.1.2 Demolition

Demolition includes removal of structural features that may be at the site. Abandoned foundations and utilities will need to be removed and the resulting excavations backfilled. Utility lines should be completely removed or, with prior approval, grouted full if left in place. Excavations left from demolition and removal of existing structures should be backfilled with compacted structural fill in accordance with the recommendations in Section 5.5 (Materials).

5.1.3 Stripping and Grubbing

Where encountered, existing root and topsoil zones should be stripped and removed from all areas to receive new structural improvements. Based on test pit explorations at the site, we anticipate average stripping depths will range between 8 and 12 inches. Deeper stripping depths may be anticipated in areas with thicker vegetation and shrubs. The actual stripping depth should be based on field observations at the time of construction. Stripped material should be transported offsite for disposal or used in landscaped areas.

Trees and shrubs should be removed from fill areas. In addition, root balls should be grubbed out to the depth of the roots, which could exceed 3 feet BGS. Depending on the methods used to remove root balls, considerable disturbance and loosening of the subgrade could occur during site grubbing. We recommend soil disturbed during grubbing operations be removed to expose firm, undisturbed subgrade. The resulting excavations should be backfilled with structural fill.

5.1.4 Undocumented Fill

5.1.4.1 General

Undocumented fill was not observed at the site; however, isolated areas of fill may be present at the site, particularly near existing structures. Due to the variable composition of fill and the unknown methods of placement and compaction, reliable strength properties for undocumented fill are difficult to predict.

5.1.4.2 Foundation Areas

Undocumented fill should be removed from under new building foundations and footings supported on crushed rock as discussed in the Section 4.2 (Foundation Support) and Section 5.5 (Materials).

5.1.4.3 Pavement Areas

There is a small risk for poor performance of pavement established directly over undocumented fill. If undocumented fill is present after site grading, removal and replacement of undocumented fill would eliminate all risk. Pavement can be constructed on fill, provided a small risk of distress is accepted and it is evaluated as described in Section 5.1.5 (Subgrade Evaluation).

5.1.5 Subgrade Evaluation

Upon completion of stripping and prior to the placement of structural fill or pavement improvements, exposed subgrade soil should be evaluated by proof rolling with a fully loaded dump truck or similar heavy, rubber-tired construction equipment. When the subgrade is too wet for proof rolling, a foundation probe may be used to identify areas of soft, loose, or unsuitable

soil. Subgrade evaluation should be performed by Columbia West. If soft or yielding subgrade areas are identified during evaluation, we recommend the subgrade be over excavated and backfilled with compacted imported granular fill.

5.2 CONSTRUCTION TRAFFIC AND STAGING

The near-surface soil at the site contains silt and is easily disturbed. If not carefully executed, site preparation, utility trench work, and roadway excavation can create extensive soft areas and significant repair costs can result. Earthwork planning, regardless of the time of year, should include considerations for minimizing subgrade disturbance.

If construction occurs during or extends into the wet season or if the moisture content of the surficial soil is more than a couple percentage points above optimum, site stripping and cutting may need to be accomplished using track-mounted equipment. Likewise, the use of granular haul roads and staging areas will be necessary for support of construction traffic during the rainy season or when the moisture content of the surficial soil is more than a few percentage points above optimum. The aggregate base thickness for pavement areas is intended to support post-construction design traffic loads and is not designed to support construction traffic. Moreover, if construction is planned for periods when the subgrade soil is wet, staging and haul roads with increased thicknesses of base rock will be required. The amount of staging and haul road areas, as well as the required thickness of granular material, will vary with the contractor's sequencing of a project and type/frequency of construction equipment and should, therefore, be the responsibility of the contractor. Based on our experience, between 12 and 18 inches of imported granular material are generally required in staging areas and between 18 and 24 inches in haul road areas. The contractor should also be responsible for selecting the type of material for construction of haul roads and staging areas. A geotextile fabric can be placed as a barrier between the subgrade and imported granular material in areas of repeated construction traffic to help prevent silt migration into the base rock. The imported granular material, stabilization material, and geotextile fabric should meet the specifications in Section 5.5 (Materials).

As an alternative to thickened crushed rock sections, haul roads and utility work zones may be constructed using cement-amended subgrade overlain by a crushed rock wearing surface. If this approach is used, the thickness of granular material in staging areas and along haul roads can typically be reduced to between 6 and 9 inches. This recommendation is based on an assumed minimum unconfined compressive strength of 100 psi for subgrade amended to a depth of 12 to 16 inches. The actual thickness of the amended material and imported granular material will depend on the contractor's means and methods and should be the contractor's responsibility. Cement amendment is discussed in Section 5.5 (Materials).

Project stakeholders should understand that wet weather construction is risky and costly. Proper construction methods and techniques are critical to overall project integrity and should be observed and documented by Columbia West.

5.3 EXCAVATION

Excavations will be required for the installation of foundations, utilities, and other earthwork activities. Conventional earthmoving equipment in proper working condition should be capable of making the necessary excavations.

Temporary excavation sidewalls should stand vertical to a depth of approximately 4 feet, provided groundwater seepage does not occur in the sidewalls. Open excavation techniques may be used to excavate trenches with depths between 4 and 8 feet BGS, provided the walls of the excavation are cut at a slope of 1H:1V or flatter and groundwater seepage does not occur. Excavations should be flattened to 1.5H:1V or flatter if excessive sloughing occurs.

Given the relatively shallow groundwater, temporary shoring and dewatering will likely be required. Use of approved temporary shoring is recommended where the slopes cannot be cut back, within the influence area of structural elements, and for cuts below the water table. The influence area can be defined as a 1H:1V slope extending down from a 5-foot setback from the edge of a foundation element. A wide variety of shoring and dewatering systems are available. Consequently, we recommend the contractor be responsible for selecting the appropriate shoring and dewatering systems.

If box shoring is used, it should be understood that box shoring is a safety feature used to protect workers and does not prevent caving. If excavations are left open for extended periods of time, caving of the sidewalls may occur. The presence of caved material will limit the ability to properly backfill and compact the trenches. The contractor should be prepared to fill voids between the box shoring and the sidewalls of the trenches with sand or gravel before caving occurs.

If shoring is used, we recommend the type and design of the shoring system be the responsibility of the contractor, who is in the best position to choose a system that fits the overall plan of operation

5.4 CONSTRUCTION DEWATERING

5.4.1 General

Perched groundwater was generally observed between depths of 7 and 11 feet BGS in the test pits at the site. Based on experience in the area, perched groundwater could be present within a few feet of the ground surface during the wet season. Groundwater should be expected in excavations during mass grading and temporary dewatering systems may be required, particularly in cut slope areas.

The contractor should be responsible for temporary drainage of surface water, perched water, and groundwater as necessary to prevent standing water and/or erosion at the working surface. Because of the instability of saturated soil, sloughing and "running" conditions can occur if excavations extend below groundwater seepage levels. Positive control of groundwater will be required to maintain stable trench sides and base. The proposed dewatering plan should be capable of maintaining groundwater levels at least 2 feet below the base of the trench excavation (including the depth required for trench bedding and stabilization material). In addition to safety considerations, running soil, caving, or other loss of ground will increase backfill volumes and can result in damage to adjacent structures or utilities.

Flow rates for dewatering are likely to vary depending on location, soil type, and the season in which excavation occurs. Dewatering systems should be capable of adapting to variable flows. Because of the tendency of saturated, low plasticity silt with sand to "run," we recommend dewatering wells or well points be considered if trench excavations extend below groundwater

levels. Tight-joint driven sheets in conjunction with a scaled-down dewatering program can also be an effective way to control groundwater seepage, provided the sheets are driven deep enough to control heaving conditions at the base of the excavation.

Trench dewatering will be required to maintain dry working conditions if the invert elevations of the proposed utilities encounter groundwater. Pumping from sumps located within the trench may result in excessive sloughing, caving, or running conditions, and dewatering by well points may be required. If groundwater is present at the base of utility excavations, we recommend placing 1.5 to 2 feet of stabilization material at the base of the excavation. The use of a subgrade geotextile fabric may reduce the amount of stabilization material required. The actual thickness should be based on field observations during construction. Trench stabilization material and the subgrade geotextile fabric should meet the requirements described in Section 5.5 (Materials). Trench stabilization material should be placed in one lift and compacted until well keyed.

While we have described certain approaches to excavation dewatering, it is the contractor's responsibility to select the dewatering methods.

5.4.2 Cut Slopes

Subdrains should also be considered if portions of the site are cut below surrounding grades. Shallow groundwater, springs, or seeps should be conveyed via drainage channels or perforated pipe into an approved discharge. Recommendations for design and installation of perforated drainage pipe may be performed on a case-by-case basis by Columbia West during construction. Failure to provide adequate surface and subsurface drainage may result in soil slumping or unanticipated settlement of structures exceeding tolerable limits. A typical perforated drainpipe trench detail and cut and fill slope cross sections are provided on Figures 4 and 5.

Drains should be closely monitored after construction to assess their effectiveness. If additional surface or shallow subsurface seeps become evident, the drainage provisions may require modification or additional drains. Columbia West should be consulted to provide appropriate recommendations.

5.5 MATERIALS

5.5.1 Structural Fill

5.5.1.1 General

Areas proposed for fill placement should be appropriately prepared as described in Section 5.1 (Site Preparation). Engineered fill placement should be observed by Columbia West. Compaction of engineered structural fill should be verified by proof rolling or nuclear gauge field compaction testing performed in accordance with ASTM D6938. Field compaction testing should be performed for each vertical foot of engineered fill placed.

Various materials may be acceptable for use as structural fill. Structural fill should be free of organic material or other unsuitable material and meet the specifications provided in the following sections. Representative samples of proposed engineered structural fill should be submitted for laboratory testing and approval by Columbia West prior to placement. All structural fill should be free of organic material and have a particle size of less than 6 inches.

5.5.1.2 On-Site Soil

The on-site soil is suitable for use as general fill, provided it is free of particles over 6 inches in diameter. Based on laboratory testing, the moisture content of the on-site soil will be above the optimum moisture content required to meet compaction requirements and drying of the soil will be necessary. Accordingly, extended dry weather will be required to adequately condition and place the soil as structural fill. It will be difficult, if not impossible, to adequately compact on-site silt during the rainy season or during prolonged periods of rainfall. In addition, the soil at the site will be "blocky" and will need to be broken up or pulverized to adequate dry it.

On-site soil used as structural fill should be placed in loose lifts not exceeding 8 inches in thickness and compacted using standard conventional compaction equipment. The soil moisture content should be within a few percentage points of optimum conditions. The soil should be compacted to at least 92 percent of maximum dry density as determined by ASTM D1557.

On-site soil will likely expand during excavation and transport and consolidate during compaction. Development of site-specific expansion and consolidation factors is beyond the scope of this study. We can provide site-specific factors upon request.

5.5.1.3 Imported Granular Material

Imported granular material should consist of pit- or quarry-run rock, crushed rock, or crushed gravel and sand. Imported granular material should be placed in loose lifts not exceeding 12 inches in thickness and compacted to at least 95 percent of maximum dry density as determined by ASTM D1557. During wet weather conditions or where wet subgrade conditions are present, the initial loose lift of granular fill should be approximately 18 inches thick and should be compacted with a smooth-drum roller operating in static mode.

5.5.1.4 Stabilization Material

Stabilization material should consist of durable, 4- or 6-inch-minus pit- or quarry-run rock, crushed rock, or crushed gravel and sand that is free of organic material and other deleterious material. The material should have a maximum particle size of 6 inches with less than 5 percent by dry weight passing the U.S. Standard No. 4 sieve. The material should have at least two mechanically fractured faces.

Stabilization material should be placed in loose lifts between 12 and 24 inches thick and compacted to a firm, unyielding condition. Equipment with vibratory action should not be used when compacting stabilization material over wet, fine-grained soil. If stabilization material is used to stabilize soft subgrade below pavement or construction haul roads, a subgrade geotextile should be placed as a separation barrier between the soil subgrade and the stabilization material.

5.5.1.5 Trench Backfill

Trench backfill placed beneath, adjacent to, and for at least 12 inches above utility lines (i.e., the pipe zone) should consist of durable, well-graded granular material with a maximum particle size of 1½ inches, should have less than 7 percent fines by dry weight, and should have at least two mechanically fractured faces. The pipe zone backfill should be compacted to at least 90 percent of maximum dry density as determined by ASTM D1557 or as required by the pipe manufacturer or local building department.

Within roadway alignments, the remainder of the trench backfill up to the subgrade elevation should consist of durable, well-graded granular material with a maximum particle size of 2½ inches, should have less than 7 percent fines by dry weight, and should have at least two mechanically fractured faces. This material should be compacted to at least 92 percent of maximum dry density as determined by ASTM D1557 or as required by the pipe manufacturer or local building department. The upper 3 feet of the trench backfill should be compacted to at least 95 percent of maximum dry density as determined by ASTM D1557.

Outside of structural areas, trench backfill placed above the pipe zone should be compacted to at least 90 percent of maximum dry density as determined by ASTM D1557 or as required by the local jurisdictional agency or pipe manufacturer.

5.5.1.6 Retaining Wall Backfill

Backfill placed behind retaining walls and extending a horizontal distance of ½H, where H is the height of the retaining wall, should consist of imported granular material as described above and should have less than 7 percent fines by dry weight. We recommend the wall backfill be separated from general fill, native soil, and/or topsoil using a geotextile fabric that meets the specifications provided below for drainage geotextiles.

The wall backfill should be compacted to a minimum of 95 percent of maximum dry density as determined by ASTM D1557. However, backfill located within a horizontal distance of 3 feet from a retaining wall should only be compacted to approximately 90 percent of maximum dry density as determined by ASTM D1557. Backfill placed within 3 feet of the wall should be compacted in lifts less than 6 inches thick using hand-operated tamping equipment (such as a jumping jack or vibratory plate compactor). If flatwork (sidewalks or pavement) will be placed atop the wall backfill, we recommend that the upper 2 feet of material be compacted to 95 percent of maximum dry density as determined by ASTM D1557.

5.5.1.7 Retaining Wall Leveling Pad

Crushed aggregate used as a leveling pad for retaining wall footings should consist of ¾- or 1¼-inch-minus crushed rock and should have less than 7 percent fines by dry weight. The leveling pad material should be compacted to at least 95 percent of maximum dry density as determined by ASTM D1557.

5.5.1.8 Floor Slab and Pavement Aggregate Base

Imported granular material used as base rock for building floor slabs and pavement should consist of ¾- or 1½-inch-minus material (depending on the application). In addition, the aggregate should have less than 5 percent fines by dry weight and have at least two mechanically fractured faces. The aggregate base should be compacted to not less than 95 percent of maximum dry density as determined by ASTM D1557.

5.5.1.9 Drain Rock

Drain rock should consist of angular, granular material with a maximum particle size of 2 inches. The material should be free of roots, organic material, and other unsuitable material; should have less than 2 percent fines by dry weight; and should have at least two mechanically fractured faces. Drain rock should be compacted to a well-keyed, firm condition.

5.5.1.10 Existing AC and Aggregate Base Material

The existing crushed aggregate base course material may be reused for engineered structural fill, provided it is well graded, clean, and free from deleterious material; has a maximum particle size of 3 inches; and is evaluated by Columbia West during construction when conditions are exposed. In addition, the existing AC pavement may be pulverized and blended into engineered structural fill in accordance with the requirements outlined in WSS 9-03.21 – Recycled Material. The specification for reuse of recycled material requires pulverized asphalt to be completely blended and mixed into the source material and places limits on the maximum amount of recycled asphalt (by weight) that can be added.

5.5.2 Geotextile Fabric

5.5.2.1 Subgrade Geotextile

A geotextile separation fabric will be required at the interface of the existing soil and imported granular material beneath proposed walls. In addition, geotextile fabric may be required where soft subgrade is encountered. The separation fabric should meet the specifications provided in WSS 9-33.2(1) – Geotextile Properties (Table 3) for soil separation. The geotextile should be installed in conformance with the specifications provided in WSS 2-12 – Construction Geosynthetic.

5.5.2.2 Drainage Geotextile

Subgrade geotextile should meet the specifications in WSS 9-33.2(1), Table 2, Geotextile for Underground Drainage Filtration Properties. The AOS should be between U.S. Standard No. 70 and No. 100 sieves. The water permittivity should be greater than 1.5/sec. The geotextile should be installed in accordance with the manufacturer's recommendations. A minimum initial aggregate base lift of 6 inches is required over geotextiles.

5.5.3 Pavement

5.5.3.1 AC

The AC should conform to the specifications provided in WSS 5-04 – Hot Mix Asphalt and WSS 9-03.8 – Aggregates for Hot Mix Asphalt. The asphalt cement binder should be PG 58-22 Performance Grade Asphalt Cement meeting WSS 9-02.1(4) – Performance Graded (PG) Asphalt Binder. The AC should be ½-inch HMA. The lift thicknesses should be 2 to 3 inches. The AC should be compacted to 91 percent of maximum specific gravity of the mix as determined by ASTM D2041.

5.5.3.2 Cold Weather Paving Considerations

In general, AC paving is not recommended during cold weather (temperatures less than 40 degrees Fahrenheit). Compacting under these conditions can result in low compaction and premature pavement distress.

Each AC mix design has a recommended compaction temperature range that is specific for the particular AC binder used. In colder temperatures, it is more difficult to maintain the temperature of the AC mix as it can lose heat while stored in the delivery truck, as it is placed, and in the time between placement and compaction. In Washington, the AC surface temperature during paving should be at least 40 degrees Fahrenheit for lift thickness greater than 2.5 inches and at least 50 degrees Fahrenheit for lift thickness between 2 and 2.5 inches.

If AC paving activities must take place during cold weather construction as defined above, the contractor and design team should discuss options for minimizing risk of pavement serviceability.

5.5.4 Soil Amendment with Cement

5.5.4.1 General

The on-site soil can be amended with portland cement to obtain suitable properties for use as wet weather structural fill, subbase for pavement, or to limit potential expansion of the near-surface soil. The effectiveness of soil amendment is highly dependent on proper mixing techniques, soil moisture conditioning, and the quantity of cement. The quantity of cement applied during amendment should be based on an assumed dry unit weight of 100 pcf for site soil.

Due to the plasticity of the near-surface soil, two passes with the tiller may be required for the project.

5.5.4.2 Subbase Stabilization

Specific recommendations based on exposed site conditions for soil amendment can be provided if necessary. However, for preliminary design purposes, we recommend a target strength for cement-amended subgrade for building and pavement subbase (below aggregate base) soil of 100 psi. The amount of cement used to achieve this target generally varies with moisture content and soil type. It is difficult to predict field performance of soil to cement amendment due to variability in soil response, and we recommend laboratory testing to confirm expectations. In general, 5 percent cement by weight of dry soil can be used when the soil moisture content does not exceed approximately 20 percent. If the soil moisture content is in the range of 25 to 35 percent, 6 to 8 percent by weight of dry soil is recommended. The amount of cement added to the soil may need to be adjusted based on field observations and performance. Moreover, depending on the time of year and moisture content levels during amendment, water may need to be applied during tilling to appropriately condition the soil moisture content. We recommend assuming a minimum cement ratio of 6 percent by dry weight; however, the cement amendment contractor should be responsible for selecting the cement content. If the soil moistures are in excess of 30 percent, a cement ratio of 7 percent may be needed.

We recommend cement amendment equipment be equipped with balloon tires to reduce rutting and disturbance of the fine-grained soil. A sheepsfoot or segmented pad roller with a minimum static weight of 40,000 pounds should be used for initial compaction of the fine-grained soil without the use of vibratory action. A smooth-drum roller with a minimum applied linear force of 700 pounds per inch should be used for final compaction. The amended soil should be compacted to at least 92 percent of maximum dry density as determined by ASTM D1557.

A minimum curing time of four days is required between amendment and construction traffic access. Construction traffic should not be allowed on unprotected, cement-amended subgrade. To protect the cement-amended surfaces from abrasion or damage, the finished surface should be covered with 4 to 6 inches of imported granular material.

Amendment depths for subgrade beneath buildings and pavement, haul roads, and staging areas are typically on the order of 12, 16, and 12 inches, respectively. The crushed rock typically becomes contaminated with soil during construction. Contaminated base rock should be

removed and replaced with clean rock in pavement areas. The actual thickness of the amended material and imported granular material for haul roads and staging areas will depend on the anticipated traffic, as well as the contractor's means and methods and, accordingly, should be the contractor's responsibility.

Cement amendment should not be attempted when the air temperature is below 40 degrees Fahrenheit or during moderate to heavy precipitation. Cement should not be placed when the ground surface is saturated or standing water exists.

5.5.4.3 Cement-Amended Structural Fill

On-site soil that would not otherwise be suitable for structural fill may be amended and placed as fill over a subgrade prepared in conformance with Section 5.1 (Site Preparation). The cement ratio for general cement-amended fill can generally be reduced by 1 percent (by dry weight). Typically, a minimum curing time of four days is required between amendment and construction traffic access. Consecutive lifts of fill may be amended immediately after the previous lift has been amended and compacted (e.g., the four-day wait period does not apply). However, where the final lift of fill is a building or roadway subgrade, the four-day wait period is in effect.

5.5.4.4 Other Considerations

Portland cement-amended soil is hard and has low permeability. This soil does not drain well and it is not suitable for planting. Future planted areas should not be cement amended, if practical, or accommodations should be made for drainage and planting. Moreover, cement amending soil within building areas must be done carefully to avoid trapping water under floor slabs. We should be contacted if this approach is considered. Cement amendment should not be used if runoff during construction cannot be directed away from adjacent wetlands.

5.5.4.5 Specific Recommendations

We recommend the following comments be included in the specifications for the project:

- In general, cement amendment is not recommended during the cold weather (temperatures less than 40 degrees Fahrenheit) or during steady rainfall.
- Mixing Equipment
  - Use a pulverizer/mixer capable of uniformly mixing the cement into the soil to the design depth. Blade mixing will not be allowed.
  - Pulverize the soil-cement mixture such that 100 percent by dry weight passes a 1-inch sieve and a minimum of 70 percent passes a No. 4 sieve, exclusive of gravel or stone retained on these sieves. If water is required, the pulverizer should be equipped to inject water to a tolerance of ¼ gallon per square foot of surface area.
  - Use machinery that will not disturb the subgrade, such as using low-pressure "balloon" tires on the pulverizer/mixer vehicle. If subgrade is disturbed, the tilling/amendment depth shall extend the full depth of the disturbance.
  - Multiple passes of the tiller will likely be required to adequately blend the cement and soil mixture, particularly if a high frequency of cobbles and boulders are encountered.

- Spreading Equipment
  - Use a spreader capable of distributing the cement uniformly on the ground to within 5 percent variance of the specified application rate.
  - Use machinery that will not disturb the subgrade, such as using low-pressure balloon tires on the spreader vehicle. If subgrade is disturbed, the tilling/amendment depth shall extend the full depth of the disturbance.
- Compaction Equipment
  - Use a static, sheepsfoot or segmented pad roller with a minimum static weight of 40,000 pounds for initial compaction of fine-grained soil (silt and clay) or an alternate approved by the geotechnical engineer.

5.6 EROSION CONTROL

Soil at this site is susceptible to erosion by wind and water; therefore, erosion control measures should be carefully planned and installed before construction begins. Surface water runoff should be collected and directed away from sloped areas to prevent water from running down the slope face. Measures that can be employed to reduce erosion include the use of silt fences, hay bales, buffer zones of natural growth, sedimentation ponds, and granular haul roads. All erosion control methods should be in accordance with local jurisdiction standards.

6.0 OBSERVATION OF CONSTRUCTION

Satisfactory pavement, earthwork, and foundation performance depends to a large degree on the quality of construction. Sufficient observation of the contractor's activities is a key part of determining that the work is completed in accordance with the construction drawings and specifications. Columbia West should be retained to observe subgrade preparation, fill placement, foundation excavations, drainage system installation, and pavement placement and to review laboratory compaction and field moisture-density information.

Subsurface conditions observed during construction should be compared with those encountered during the subsurface explorations. Recognition of changed conditions requires experience; therefore, qualified personnel should visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those anticipated.

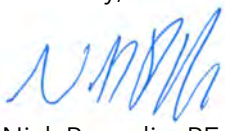
7.0 LIMITATIONS

We have prepared this report for use by the addressee and members of the design and construction team for the proposed project. This report is subject to the limitations expressed in Appendix C.

♦ ♦ ♦

We appreciate the opportunity to be of service to you. Please call if you have questions concerning this report or if we can provide additional services.

Sincerely,



Nick Paveglio, PE
Principal Engineer

REFERENCES

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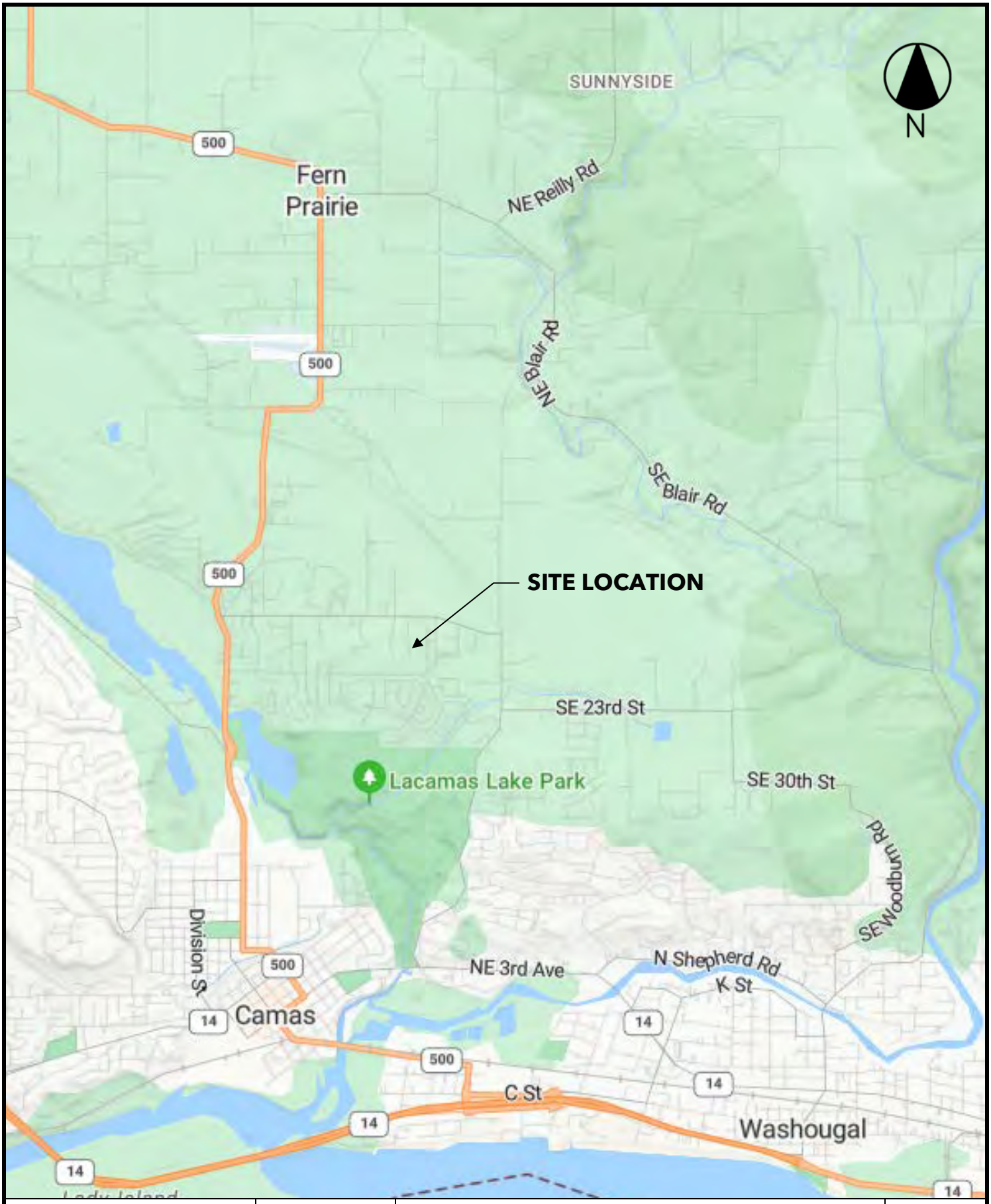
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FIGURES



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Columbia West Engineering, Inc

PROJECT NO.: ROMANO-8-01-1

JUNE 2025

VICINITY MAP
UHACZ DEVELOPMENT
CAMAS, WASHINGTON

FIGURE 1



LEGEND

- SITE BOUNDAR
- TEST IT
- UN A TORED OE I IENT O ER EABI IT

N

0 150 300

NOTES:
1. AERIAL PHOTO SOURCED FROM GOOGLE EARTH.
.. E ORATION O ATIONS ARE A RO I ATE AND NOT SURVE ED
3. RE ER TO RE ORT TE T OR E ORATION DES RI TIONS

Columbia West
Geotechnical ▪ Environmental ▪ Special Inspections
Engineering, Inc

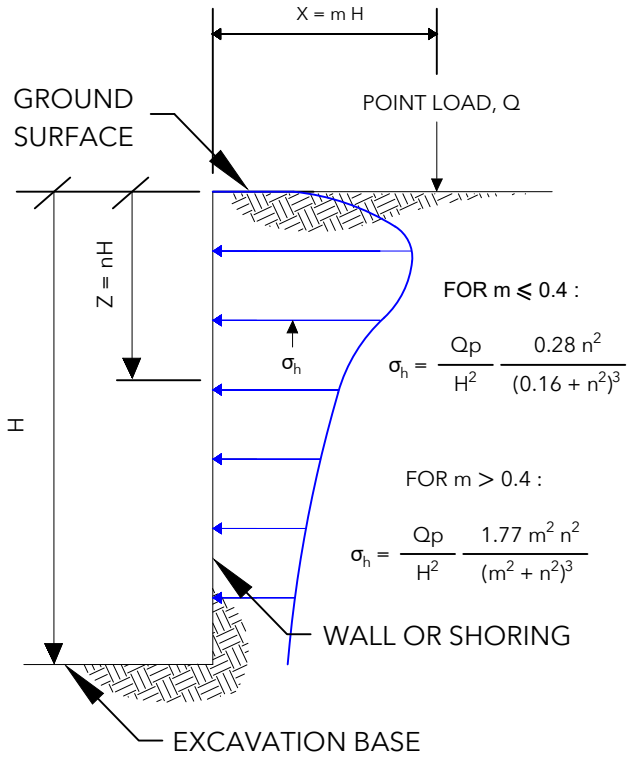
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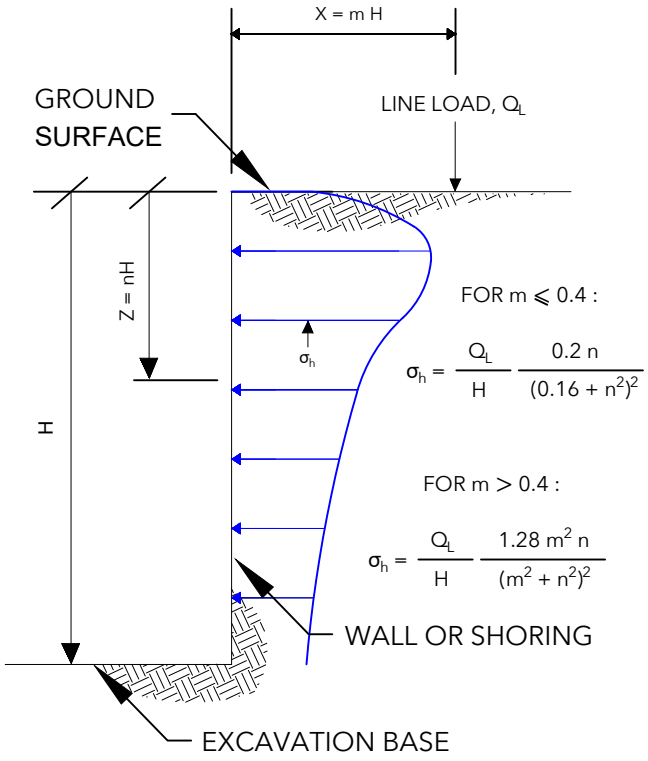
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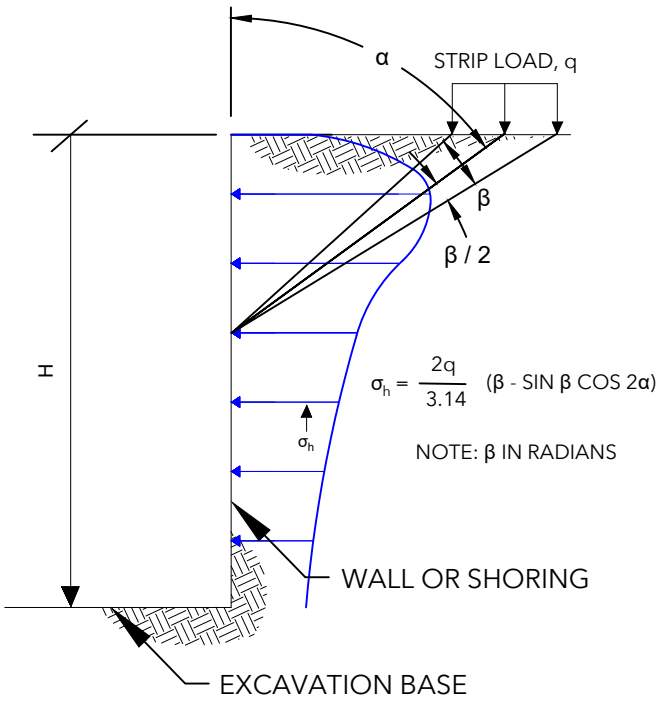
VERTICAL POINT LOAD



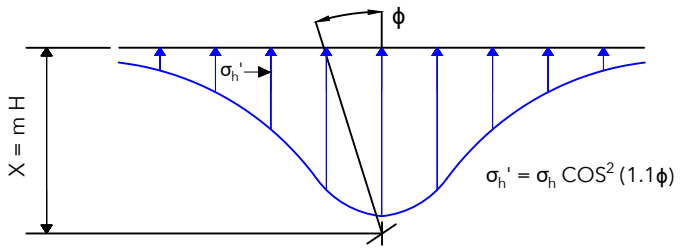
LINE LOAD PARALLEL TO WALL



STRIP LOAD PARALLEL TO WALL

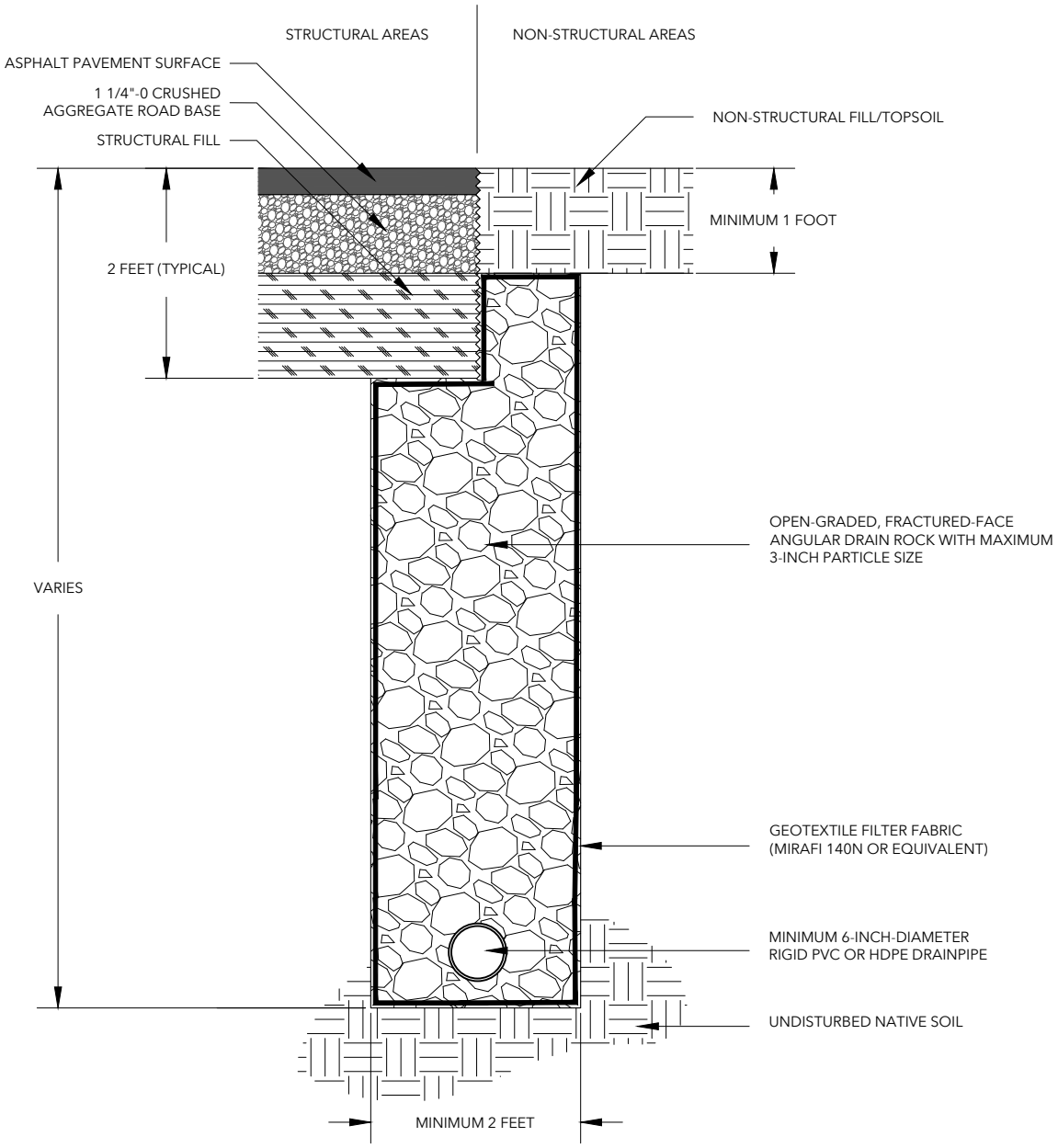


VERTICAL POINT LOAD HORIZONTAL PRESSURE DISTRIBUTION



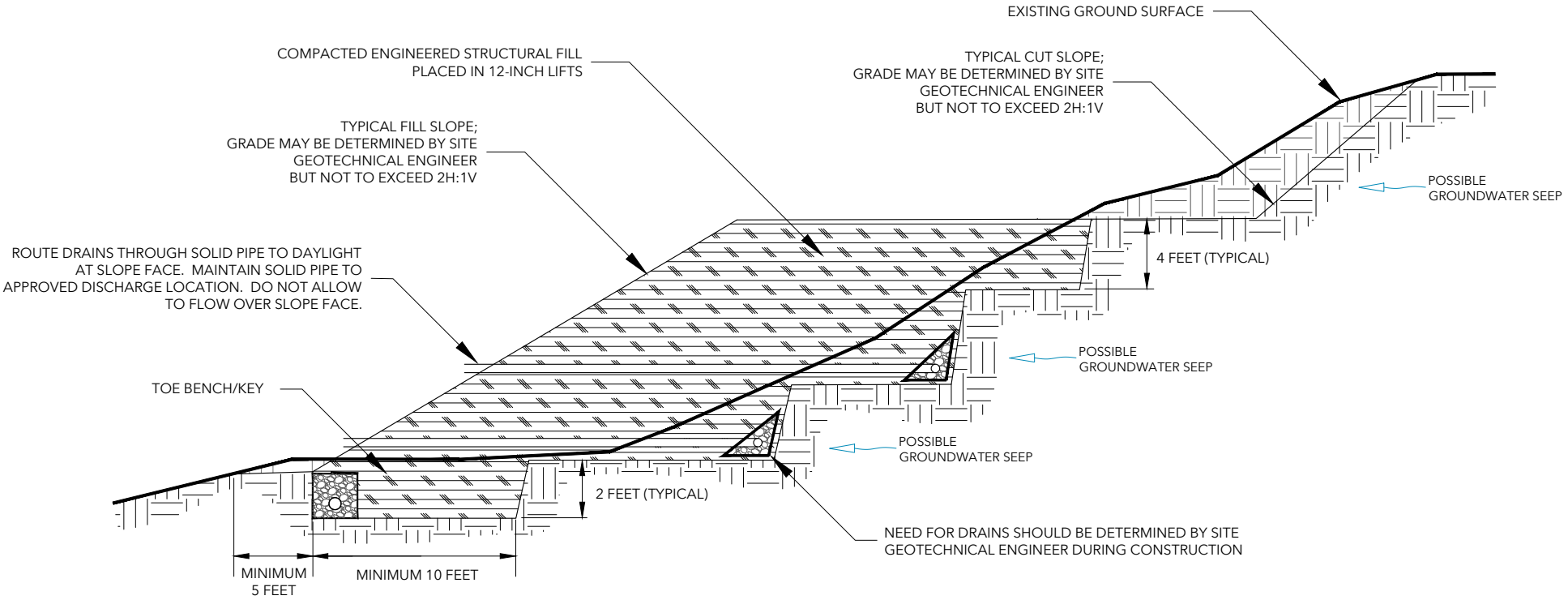
NOTES:

1. FIGURE SHOULD BE USED JOINTLY WITH RECOMMENDATIONS PRESENTED IN THE REPORT TEXT.
2. LATERAL EARTH PRESSURES ASSUME RIGID WALLS WITH BACKFILL MATERIALS HAVING A POISSON'S RATIO OF 0.5.
3. TOTAL LATERAL EARTH PRESSURES RESULTING FROM COMBINED LOADS MAY BE CALCULATED USING SUPERPOSITION.
4. DRAWING IS NOT TO SCALE.



NOTE: LOCATION, INVERT ELEVATION, DEPTH OF TRENCH, AND EXTENT OF PERFORATED PIPE REQUIRED MAY BE MODIFIED BY THE SITE GEOTECHNICAL ENGINEER DURING CONSTRUCTION BASED UPON FIELD OBSERVATION AND SITE-SPECIFIC SOIL CONDITIONS.

Geotechnical ▪ Environmental ▪ Special Inspections Columbia West Engineering, Inc	TYPICAL PERFORATED DRAINPIPE TRENCH DETAIL	NOTES: 1. DRAWING IS NOT TO SCALE. 2. DRAWING REPRESENTS TYPICAL PERFORATED DRAINPIPE TRENCH DETAIL AND MAY NOT BE SITE-SPECIFIC.	FIGURE 4

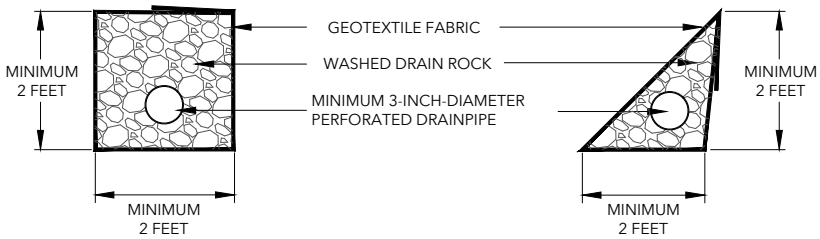


DRAIN SPECIFICATIONS

GEOTEXTILE FABRIC SHALL CONSIST OF MIRAFI 140N OR APPROVED EQUIVALENT WITH AOS BETWEEN U.S. STANDARD NO. 70 AND NO. 100 SIEVES.

WASHED DRAIN ROCK SHALL BE OPEN-GRADED ANGULAR DRAIN ROCK WITH LESS THAN 2 PERCENT PASSING THE U.S. STANDARD NO. 200 SIEVE AND A MAXIMUM PARTICLE SIZE OF 3 INCHES.

TYPICAL DRAIN SECTION DETAIL



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TYPICAL CUT AND FILL SLOPE CROSS SECTION

NOTES:
1. DRAWING IS NOT TO SCALE.
2. DRAWING REPRESENTS TYPICAL CUT AND FILL SLOPE CROSS SECTION AND MAY NOT BE SITE-SPECIFIC.

FI

APPENDIX A

APPENDIX A
FIELD EXPLORATIONS

GENERAL

Subsurface conditions at the site were explored by excavating eight test pits (TP-1 through TP-8) to depths between 12 and 13.5 feet BGS. Excavation services were completed by L&S Contracting LLC of Yacolt, Washington. The exploration logs are presented in this appendix.

The exploration locations are shown on Figure 2. The exploration locations were determined in the field by pacing or measuring from existing site features. This information should be considered accurate only to the degree implied by the methods used.

SOIL SAMPLING

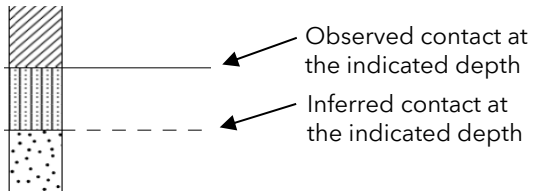
Representative grab samples of the soil observed in the test pits were collected from the walls and/or base of the test pits using the excavator bucket.

SOIL CLASSIFICATION

The soil samples were classified in the field in accordance with the "Exploration Legend" and "Soil Classification System," which are presented in this appendix. The exploration logs indicate the depths at which the soil characteristics change, although the change could be gradual. If the change occurred between sample locations, the depth was interpreted. Classifications are shown on the exploration logs.

EXPLORATION LEGEND

SAMPLER TYPE	DESCRIPTION
SPT	Sample collected from the indicated depth in general accordance with ASTM D1586, *Standard Test Method Standard Penetration Test (SPT) and Split-Barrel Sampling of Soils,* using an SPT sampler and 140-pound hammer
SH	Sample collected from the indicated depth in general accordance with ASTM D1587, *Standard Practice for Thin-Walled Tube Sampling of Fine-Grained Soils for Geotechnical Purposes,* using a thin-walled Shelby tube, or in general accordance with ASTM D6519, *Standard Practice for Sampling of Soil Using the Hydraulically Operated Stationary Piston Sampler,* using a thin-walled tube
D&M	Sample collected from the indicated depth in general accordance with ASTM D3550, *Standard Practice for Thick Wall, Ring-Lined, Split Barrel, Drive Sampling of Soils,* using a Dames & Moore sampler and 140-pound hammer or pushed
CSS	Sample collected from the indicated depth in general accordance with ASTM D3550, *Standard Practice for Thick Wall, Ring-Lined, Split Barrel, Drive Sampling of Soils,* using a 3-inch-outside diameter California split-spoon sampler and 140-pound hammer
DP	Sample collected from the indicated depth in general accordance with ASTM D6282, *Standard Guide for Direct Push Soil Sampling for Environmental Site Characterizations,* using a direct-push soil sampler
GRAB	Grab sample collected from the indicated depth
CORE	Pavement or rock core interval at the indicated depth



GEOTECHNICAL ABBREVIATIONS			
ATT	Atterberg limits	PP	Pocket penetrometer
CBR	California bearing ratio	P200	Percent passing No. 200 sieve
CON	Consolidation test	RES	Resilient modulus
DD	Dry density	SIEV	Sieve analysis
DS	Direct shear	TS	Torvane shear
HYD	Hydrometer	tsf	Tons per square foot
MC	Moisture content	UC	Unconfined compressive strength
MD	Moisture-density relationship	UU	Unconsolidated undrained triaxial test
NP	Non-plastic	VS	Vane shear
OC	Organic content	WD	Wet density
ENVIRONMENTAL ABBREVIATIONS			
CA	Sample submitted for chemical analysis	ND	Not detected
		NS	No sheen
PID	Photoionization detector headspace analysis	SS	Slight sheen
		MS	Moderate sheen
ppm	Parts per million	HS	Heavy sheen

SOIL CLASSIFICATION SYSTEM

PARTICLE-SIZE CLASSIFICATION

COMPONENT	ASTM / USCS		AASHTO	
	Size Range	Sieve Size Range	Size Range	Sieve Size Range
Boulders	Greater than 300 mm	Greater than 12 inches	--	--
Cobbles	75 mm to 300 mm	3 inches to 12 inches	Greater than 75 mm	Greater than 3 inches
Gravel	75 mm to 4.75 mm	3 inches to No. 4 sieve	75 mm to 2.00 mm	3 inches to No. 10 sieve
Coarse	75 mm to 19.0 mm	3 inches to 3/4-inch sieve	--	--
Fine	19.0 mm to 4.75 mm	3/4-inch to No. 4 sieve	--	--
Sand	4.75 mm to 0.075 mm	No. 4 to No. 200 sieve	2.00 mm to 0.075 mm	No. 10 to No. 200 sieve
Coarse	4.75 mm to 2.00 mm	No. 4 to No. 10 sieve	2.00 mm to 0.425 mm	No. 10 to No. 40 sieve
Medium	2.00 mm to 0.425 mm	No. 10 to No. 40 sieve	--	--
Fine	0.425 mm to 0.075 mm	No. 40 to No. 200 sieve	0.425 mm to 0.075 mm	No. 40 to No. 200 sieve
Fines (Silt and Clay)	Less than 0.075 mm	Passing No. 200 sieve	Less than 0.075 mm	Passing No. 200 sieve

CONSISTENCY FOR COHESIVE SOIL

CONSISTENCY	SPT N-VALUE (blows per foot)	D&M N-VALUE (blows per foot)	POCKET PENETROMETER (unconfined compressive strength [tsf])
Very soft	0 to 2	0 to 3	Less than 0.25
Soft	2 to 4	3 to 6	0.25 to 0.5
Medium stiff	4 to 8	6 to 12	0.5 to 1.0
Stiff	8 to 15	12 to 25	1.0 to 2.0
Very stiff	15 to 30	25 to 65	2.0 to 4.0
Hard	Greater than 30	Greater than 30	Greater than 4.0

RELATIVE DENSITY FOR GRANULAR SOIL

RELATIVE DENSITY	SPT N-VALUE (blows per foot)	D&M N-VALUE (blows per foot)
Very loose	0 to 4	0 to 11
Loose	4 to 10	11 to 26
Medium dense	10 to 30	26 to 74
Dense	30 to 50	74 to 120
Very dense	Greater than 50	Greater than 120

MOISTURE DESIGNATIONS

TERM	FIELD IDENTIFICATION
Dry	Very low moisture, dry to touch
Moist	Damp, color appears darkened, without visible moisture, cohesive soil will clump, sand will bulk
Wet	Visible free water, usually saturated

ADDITIONAL CONSTITUENTS

Percent	SILT AND CLAY IN		Percent	SAND AND GRAVEL IN		Percent	SECONDARY MATERIAL
	Fine-Grained Soil	Coarse-Grained Soil		Fine-Grained Soil	Coarse-Grained Soil		Organics and Man-Made Debris
< 5	trace	trace	< 5	trace	trace	< 4	trace
5 – 12	minor	with	5 – 15	minor	minor	4 – 12	some
> 12	some	silty/clayey	15 – 30	with	with		
			> 30	sandy/gravelly	with		

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Columbia West Engineering, Inc

TEST PIT NUMBER: TP-1

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/30/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 9:40 AM
LOGGED BY J. Wright
TIME COMPLETED 10:10 AM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS (LL-PL-PI)	REMARKS
					Medium stiff, brown SILT, moist (12 inches of topsoil, 4-inch-thick root zone). 1.0				
5	Grab	TP1.1	ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist.			50-30-20	
10	Grab	TP1.2							
	Grab	TP1.3			13.5				
					Exploration completed at 13.5 feet.				

GROUNDWATER: Slow seepage at 10 feet
CAVING: Not observed

BoreDM Template: Test Pit Template - New

Geotechnical ▪ Environmental ▪ Special Inspections
Columbia West Engineering, Inc

TEST PIT NUMBER: TP-2

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/30/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 9:00 AM
LOGGED BY J. Wright
TIME COMPLETED 9:30 AM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	FINES (%)	REMARKS
					Medium stiff, brown SILT, moist (8 inches of topsoil, 3-inch-thick root zone). 0.7				
			ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist.				
	Grab	TP2.1							Infiltration test at 4 feet.
5	Grab	TP2.2					29	85	
10	Grab	TP2.3			12.0				
					Exploration completed at 12 feet.				

GROUNDWATER: Moderate seepage at 10 feet
CAVING: Not observed

BoreDM Template: Test Pit Template - New

Geotechnical ▪ Environmental ▪ Special Inspections
Columbia West Engineering, Inc

TEST PIT NUMBER: TP-3

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/30/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 10:15 AM
LOGGED BY J. Wright
TIME COMPLETED 10:45 AM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	REMARKS
					Medium stiff, brown SILT, moist (12 inches of topsoil, 4-inch-thick root zone). 1.0			
			ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist.			
5	Grab	TP3.1						
10	Grab	TP3.2			13.0			
					Exploration completed at 13 feet.			

GROUNDWATER: Moderate seepage at 11 feet

CAVING: Not observed

BoreDM Template: Test Pit Template - New

Geotechnical ▪ Environmental ▪ Special Inspections
Columbia West Engineering, Inc

TEST PIT NUMBER: TP-4

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/30/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 11:00 AM
LOGGED BY J. Wright
TIME COMPLETED 11:30 AM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	REMARKS
					Medium stiff, brown SILT, moist (12 inches of topsoil, 4-inch-thick root zone). 1.0			
	Grab	TP4.1	ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist.		27	
5	Grab	TP4.2						
10	Grab	TP4.3			13.0			
					Exploration completed at 13 feet.			

GROUNDWATER: Not observed

CAVING: Not observed

BoreDM Template: Test Pit Template - New

Geotechnical ▪ Environmental ▪ Special Inspections
Columbia West Engineering, Inc

TEST PIT NUMBER: TP-5

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/30/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 11:35 AM
LOGGED BY J. Wright
TIME COMPLETED 12:05 PM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	FINES (%)	REMARKS
					Medium stiff, brown SILT, moist (8 inches of topsoil, 4-inch-thick root zone). 0.7				
			ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist.				
	Grab	TP5.1			With sand at 4 feet.		32	73	Infiltration test at 4 feet.
5									
	Grab	TP5.2			Trace gravel at 7 feet.				
					10.0				
10			MH		Stiff, orange-brown sandy SILT with cobbles and boulders, some clay, moist.				
	Grab	TP5.3			12.5				
					Exploration completed at 12.5 feet.				

GROUNDWATER: Not observed

CAVING: Not observed

BoreDM Template: Test Pit Template - New

Geotechnical ▪ Environmental ▪ Special Inspections
Columbia West Engineering, Inc

TEST PIT NUMBER: TP-6

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/30/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 12:15 PM
LOGGED BY J. Wright
TIME COMPLETED 12:45 PM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	FINES (%)	REMARKS
					Medium stiff, brown SILT, moist (12 inches of topsoil, 4-inch-thick root zone). 1.0				
5	Grab	TP6.1	ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist. 7.0				
10	Grab	TP6.2	MH		Stiff, orange-brown sandy SILT with cobbles and boulders, some clay, moist. 13.0		45	57	
	Grab	TP6.3			Exploration completed at 13 feet.				

GROUNDWATER: Slow seepage at 7 feet

CAVING: Not observed

BoreDM Template: Test Pit Template - New

Geotechnical ▪ Environmental ▪ Special Inspections
Columbia West Engineering, Inc

TEST PIT NUMBER: TP-7

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/31/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 1:00 PM
LOGGED BY J. Wright
TIME COMPLETED 1:30 PM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS (LL-PL-PI)	FINES (%)	REMARKS
					Medium stiff, brown SILT, moist (8 inches of topsoil, 3-inch-thick root zone). 0.7					
					Medium stiff, orange-brown SILT, some clay, minor sand, moist.					
	Grab	TP7.1	ML							Infiltration test at 4 feet.
5	Grab	TP7.2			Sandy at 5 feet.		50		54	
					8.0					
					Stiff, orange-brown sandy SILT with cobbles and boulders, some clay, moist.					
10			MH							
	Grab	TP7.3						61-48-13		
					13.0					
					Exploration completed at 13 feet.					

GROUNDWATER: Not observed
CAVING: Not observed

BoreDM Template: Test Pit Template - New

Geotechnical ▪ Environmental ▪ Special Inspections
Columbia West Engineering, Inc

TEST PIT NUMBER: TP-8

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/31/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 1:45 PM
LOGGED BY J. Wright
TIME COMPLETED 2:15 PM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	FINES (%)	REMARKS
					Medium stiff, brown SILT, moist (8 inches of topsoil, 3-inch-thick root zone). 0.7				
			ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist. 8.0				
5	Grab	TP8.1							
	Grab	TP8.2	MH		Stiff, orange-brown SILT with cobbles and boulders, some clay, minor sand, moist. 13.0		40	88	
10					Exploration completed at 13 feet.				

GROUNDWATER: Not observed

CAVING: Not observed

BoreDM Template: Test Pit Template - New

APPENDIX B

APPENDIX B
LABORATORY TESTING

GENERAL

Laboratory testing was conducted on select soil samples to confirm field classifications and determine the index engineering properties and strength characteristics. The laboratory classifications are shown on the exploration logs if those classifications differed from the field classifications. The locations of the tested samples are shown on the exploration logs. Descriptions of the tests are presented below, and the testing results are presented in this appendix.

ATTERBERG LIMITS TESTING

Atterberg limits (plastic and liquid limits) testing was performed on select soil samples in general accordance with ASTM D4318. The plastic limit is defined as the moisture content where the soil becomes brittle. The liquid limit is defined as the moisture content where the soil begins to act similar to a liquid. The plasticity index is the difference between the liquid and plastic limits.

PARTICLE-SIZE ANALYSIS

Particle-size analyses were completed on select soil samples in general accordance with ASTM D1140 (P200). This test is a quantitative determination of the percent passing the U.S. Standard No. 200 sieve by dry weight.

MOISTURE CONTENT

The natural moisture content of select soil samples was determined in general accordance with ASTM D2216. The natural moisture content is a ratio of the weight of the water to dry soil in a test sample and is expressed as a percentage.

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MOISTURE CONTENT, PERCENT PASSING NO. 200 SIEVE BY WASHING

PROJECT	CLIENT	PROJECT NO.	
Uhacz Property 27429 SE 15th Street Camas, Washington	Romano Development, Inc. 4660 NE 77th Avenue, Ste. 200 Vancouver, WA 98662	Romano-8-01-1	
		ISSUE DATE: 06/11/25	PAGE: 1 of 1
		DATE SAMPLED: 05/30/25	SAMPLED BY: J. Wright

LABORATORY TEST DATA

TEST PROCEDURE
ASTM D2216 - Method A, ASTM D1140

LAB ID	CONTAINER MASS (g)	MOIST MASS + CONTAINER (g)	DRY MASS + CONTAINER (g)	AFTER WASH DRY MASS + CONTAINER (g)	FIELD ID	SAMPLE DEPTH (ft)	PERCENT MOISTURE CONTENT	PERCENT PASSING NO. 200 SIEVE
S25-1158	568.53	831.04	771.37	598.18	TP2.2	5	29%	85%
S25-1159	87.22	287.60	244.70	-	TP4.1	1	27%	-
S25-1160	1,036.42	1,925.04	1,708.91	1,217.17	TP5.1	4	32%	73%
S25-1161	995.65	2,181.21	1,815.90	1,345.58	TP6.3	10	45%	57%
S25-1162	975.04	2,174.30	1,773.48	1,341.90	TP7.2	5	50%	54%
S25-1164	556.31	840.07	759.50	580.12	TP8.2	8	40%	88%

NOTES:
Sample weights received for Lab ID: S25-1160, 1161, and 1162 did not meet the minimum size requirements; entire sample used for analysis.

DATE TESTED: 06/06/25
TESTED BY: M. Scherette

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ATTERBERG LIMITS REPORT

PROJECT	CLIENT	PROJECT NO.	
Uhacz Property 27429 SE 15th Street Camas, Washington	Romano Development, Inc. 4660 NE 77th Avenue, Ste. 200 Vancouver, WA 98662	Romano-8-01-1	
		ISSUE DATE: 06/11/25	PAGE: 1 of 1
		LAB ID: S25-1157	FIELD ID: TP1.1
		DATE SAMPLED: 05/30/25	SAMPLED BY: J. Wright

MATERIAL DATA

MATERIAL SAMPLED	MATERIAL SOURCE	USCS SOIL TYPE
SILT	Test Pit TP-1 depth = 5 feet	no data provided

LABORATORY TEST DATA

LABORATORY EQUIPMENT: Liquid Limit Machine, Hand Rolled

TEST PROCEDURE: ASTM D4318 - Method A

ATTERBERG LIMITS

liquid limit =	50
plastic limit =	30
plasticity index =	20

LIQUID LIMIT DETERMINATION

	❶	❷	❸	❹
wet soil + pan weight, g =	34.69	32.08	31.50	
dry soil + pan weight, g =	30.18	28.19	27.68	
pan weight, g =	20.82	20.42	20.42	
N (blows) =	33	23	17	
moisture, % =	48.2 %	50.1 %	52.6 %	

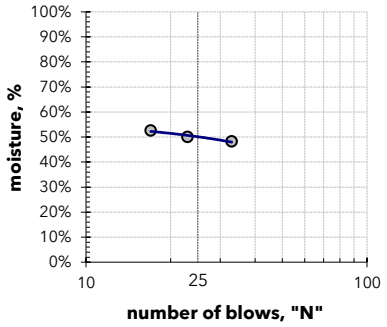
SHRINKAGE

shrinkage limit =	n/a
shrinkage ratio =	n/a

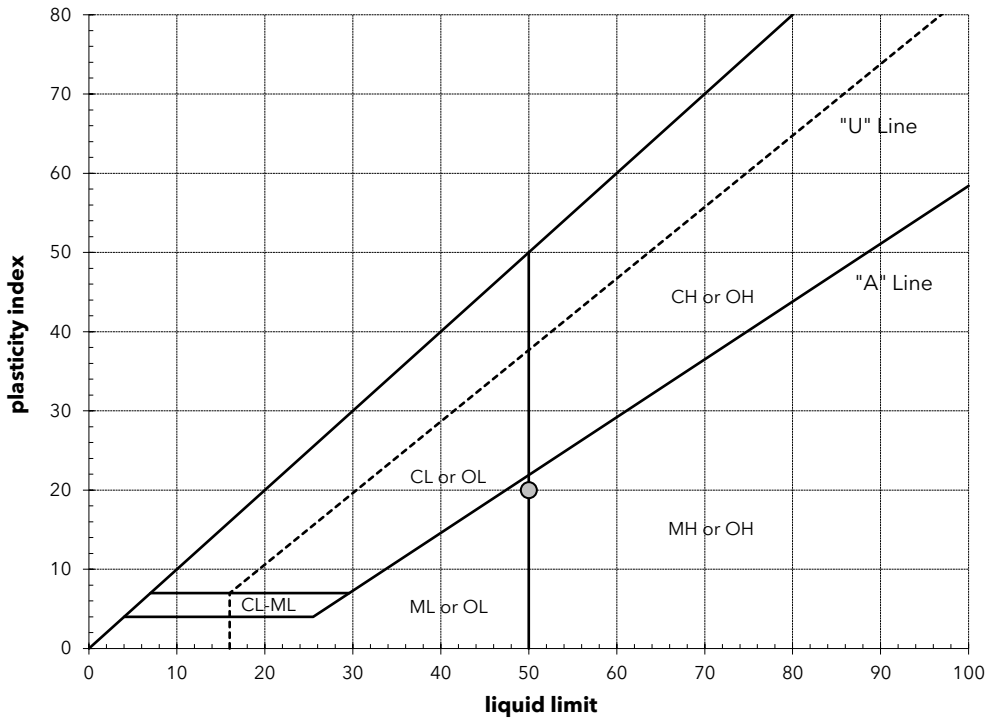
PLASTIC LIMIT DETERMINATION

	❶	❷	❸	❹
wet soil + pan weight, g =	28.32	27.66		
dry soil + pan weight, g =	26.61	26.00		
pan weight, g =	20.93	20.41		
moisture, % =	30.1 %	29.7 %		

LIQUID LIMIT



PLASTICITY CHART



ADDITIONAL DATA

% gravel =	n/a
% sand =	n/a
% silt and clay =	n/a
% silt =	n/a
% clay =	n/a
moisture content =	n/a

DATE TESTED	TESTED BY
06/09/25	M. Scherette

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CWE-S14-021524

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ATTERBERG LIMITS REPORT

PROJECT	CLIENT	PROJECT NO.	
Uhacz Property 27429 SE 15th Street Camas, Washington	Romano Development, Inc. 4660 NE 77th Avenue, Ste. 200 Vancouver, WA 98662	Romano-8-01-1	
		ISSUE DATE: 06/11/25	PAGE: 1 of 1
		LAB ID: S25-1163	FIELD ID: TP7.3
		DATE SAMPLED: 05/30/25	SAMPLED BY: J. Wright

MATERIAL DATA

MATERIAL SAMPLED	MATERIAL SOURCE	USCS SOIL TYPE
SILT	Test Pit TP-7 depth = 11 feet	no data provided

LABORATORY TEST DATA

LABORATORY EQUIPMENT: Liquid Limit Machine, Hand Rolled

TEST PROCEDURE: ASTM D4318 - Method A

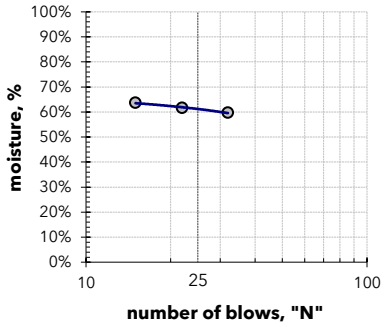
ATTERBERG LIMITS

liquid limit =	61
plastic limit =	48
plasticity index =	13

LIQUID LIMIT DETERMINATION

	❶	❷	❸	❹
wet soil + pan weight, g =	34.40	33.02	33.01	
dry soil + pan weight, g =	29.37	28.26	28.21	
pan weight, g =	20.94	20.54	20.67	
N (blows) =	32	22	15	
moisture, % =	59.7 %	61.7 %	63.7 %	

LIQUID LIMIT



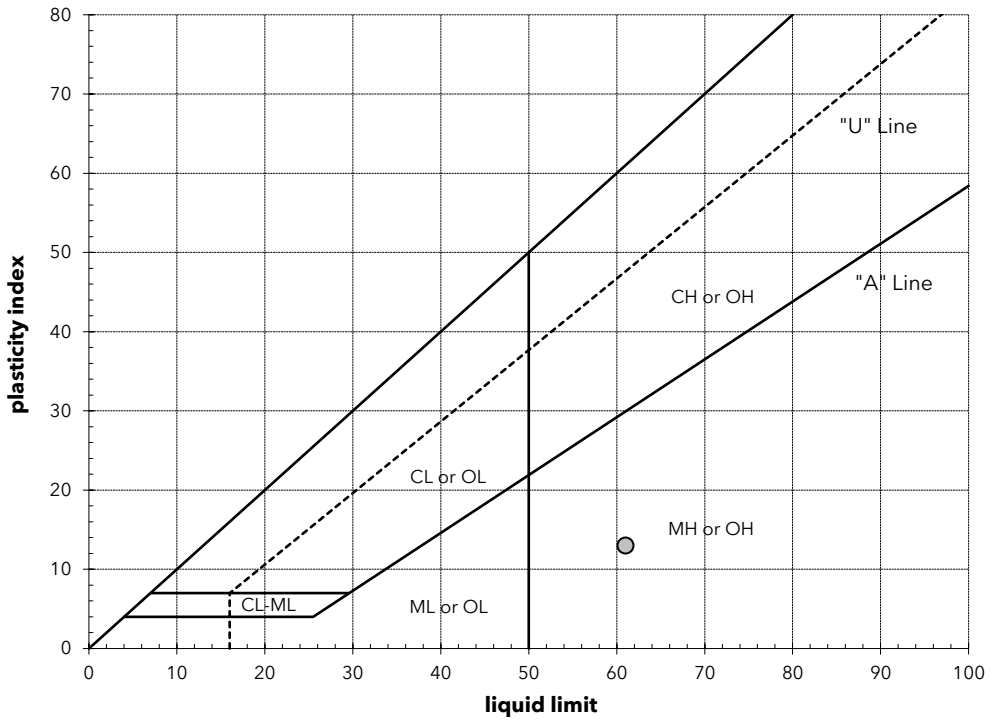
SHRINKAGE

shrinkage limit =	n/a
shrinkage ratio =	n/a

PLASTIC LIMIT DETERMINATION

	❶	❷	❸	❹
wet soil + pan weight, g =	27.12	27.34		
dry soil + pan weight, g =	25.06	25.26		
pan weight, g =	20.77	20.93		
moisture, % =	48.0 %	48.0 %		

PLASTICITY CHART



ADDITIONAL DATA

% gravel =	n/a
% sand =	n/a
% silt and clay =	n/a
% silt =	n/a
% clay =	n/a
moisture content =	n/a

DATE TESTED	TESTED BY
06/09/25	M. Scherette

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CWE-S14-021524

APPENDIX C

APPENDIX C
REPORT LIMITATIONS AND IMPORTANT INFORMATION

Report Purpose, Use, and Standard of Care

This report has been prepared in accordance with standard fundamental principles and practices of geotechnical engineering and/or environmental consulting, and in a manner consistent with the level of care and skill typical of currently practicing local engineers and consultants. This report has been prepared to meet the specific needs of specific individuals for the indicated site. It may not be adequate for use by other consultants, contractors, or engineers, or if change in project ownership has occurred. It should not be used for any other reason than its stated purpose without prior consultation with Columbia West Engineering, Inc. (Columbia West). It is a unique report and not applicable for any other site or project. If site conditions are altered, or if modifications to the project description or proposed plans are made after the date of this report, it may not be valid. Columbia West cannot accept responsibility for use of this report by other individuals for unauthorized purposes, or if problems occur resulting from changes in site conditions for which Columbia West was not aware or informed.

Report Conclusions and Preliminary Nature

This geotechnical or environmental report should be considered preliminary and summary in nature. The recommendations contained herein have been established by engineering interpretations of subsurface soils based upon conditions observed during site exploration. The exploration and associated laboratory analysis of collected representative samples identifies soil conditions at specific discreet locations. It is assumed that these conditions are indicative of actual conditions throughout the subject property. However, soil conditions may differ between tested locations at different seasonal times of the year, either by natural causes or human activity. Distinction between soil types may be more abrupt or gradual than indicated on the soil logs. This report is not intended to stand alone without understanding of concomitant instructions, correspondence, communication, or potential supplemental reports that may have been provided to the client.

Because this report is based upon observations obtained at the time of exploration, its adequacy may be compromised with time. This is particularly relevant in the case of natural disasters, earthquakes, floods, or other significant events. Report conclusions or interpretations may also be subject to revision if significant development or other manmade impacts occur within or in proximity to the subject property. Groundwater conditions, if presented in this report, reflect observed conditions at the time of investigation. These conditions may change annually, seasonally or as a result of adjacent development.

Additional Investigation and Construction Observation

Columbia West should be consulted prior to construction to assess whether additional investigation above and beyond that presented in this report is necessary. Even slight variations in soil or site conditions may produce impacts to the performance of structural facilities if not adequately addressed. This underscores the importance of diligent construction observation and testing to verify soil conditions do not differ materially or significantly from the interpreted conditions utilized for preparation of this report.

Therefore, this report contains several recommendations for field observation and testing by Columbia West personnel during construction activities. Actual subsurface conditions are more readily observed and discerned during the earthwork phase of construction when soils are exposed. Columbia West cannot accept responsibility for deviations from recommendations described in this report or future performance of structural facilities if another consultant is retained during the construction phase or Columbia West is not engaged to provide construction observation to the full extent recommended.

Collected Samples

Uncontaminated samples of soil or rock collected in connection with this report will be retained for thirty days. Retention of such samples beyond thirty days will occur only at client's request and in return for payment of storage charges incurred. All contaminated or environmentally impacted materials or samples are the sole property of the client. Client maintains responsibility for proper disposal.

Report Contents

This geotechnical or environmental report should not be copied or duplicated unless in full, and even then only under prior written consent by Columbia West, as indicated in further detail in the following text section entitled Report Ownership. The recommendations, interpretations, and suggestions presented in this report are only understandable in context of reference to the whole report. Under no circumstances should the soil boring or test pit excavation logs, monitor well logs, or laboratory analytical reports be separated from the remainder of the report. The logs or reports should not be redrawn or summarized by other entities for inclusion in architectural or civil drawings, or other relevant applications.

Report Limitations for Contractors

Geotechnical or environmental reports, unless otherwise specifically noted, are not prepared for the purpose of developing cost estimates or bids by contractors. The extent of exploration or investigation conducted as part of this report is usually less than that necessary for contractor's needs. Contractors should be advised of these report limitations, particularly as they relate to development of cost estimates. Contractors may gain valuable information from this report, but should rely upon their own interpretations as to how subsurface conditions may affect cost, feasibility, accessibility and other components of the project work. If believed necessary or relevant, contractors should conduct additional exploratory investigation to obtain satisfactory data for the purposes of developing adequate cost estimates. Clients or developers cannot insulate themselves from attendant liability by disclaiming accuracy for subsurface ground conditions without advising contractors appropriately and providing the best information possible to limit potential for cost overruns, construction problems, or misunderstandings.

Report Ownership

Columbia West retains the ownership and copyright property rights to this entire report and its contents, which may include, but may not be limited to, figures, text, logs, electronic media, drawings, laboratory reports, and appendices. This report was prepared solely for the client, and other relevant approved users or parties, and its distribution must be contingent upon prior express written consent by Columbia West. Furthermore, client or approved users may not use, lend, sell, copy, or distribute this document without express written consent by Columbia West.

Client does not own nor have rights to electronic media files that constitute this report, and under no circumstances should said electronic files be distributed or copied. Electronic media is susceptible to unauthorized manipulation or modification, and may not be reliable.

Consultant Responsibility

Geotechnical and environmental engineering and consulting is much less exact than other scientific or engineering disciplines, and relies heavily upon experience, judgment, interpretation, and opinion often based upon media (soils) that are variable, anisotropic, and non-homogenous. This often results in unrealistic expectations, unwarranted claims, and uninformed disputes against a geotechnical or environmental consultant. To reduce potential for these problems and assist relevant parties in better understanding of risk, liability, and responsibility, geotechnical and environmental reports often provide definitive statements or clauses defining and outlining consultant responsibility. The client is encouraged to read these statements carefully and request additional information from Columbia West if necessary.

PROPOSED DEVELOPMENT

Uhacz Subdivision

±6.98 Acres

32 Lot Subdivision

FOR MORE INFORMATION: Madeline Coulter, City of Camas (360) 817-1568

PUBLIC HEARING REQUIRED: Sept. 2, 2026 at 4:00 p.m.

PERMITS: TYPE III SUBDIVISION



APPLICANT: Romano Capital, Inc.
CONTACT NO: (360) 904-4759

Aug 17, 2026 at 1:38:39 PM

WWW.AKS-ENG.COM

AKS ENGINEERING & FORESTRY, LLC
9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
(360) 882-0419

April 15, 2026

Madeline Coulter
Community Development Department
616 NE 4th Avenue
Camas, WA 98607

RE: Uhacz Subdivision (SUB26-1011) Technically Incomplete Response

This letter serves as a response to the Completeness Review comments for the Uhacz Subdivision. Comments were received in a letter dated April 8, 2025. All items identified as missing in the Not Technically Complete Determination notice have been addressed in the updated plan set and narrative, this letter, or uploaded to the application portal.

Items necessary for completeness:

- *A copy of the Archaeological Predetermination Report.*
  Incomplete – Only the proof of mailing to tribes was submitted.

Response: The complete Archaeological Study for the site has been uploaded to the portal.

- *CMC 17.11.030.6.d: Names, locations, widths and dimensions of existing and proposed public street rights-of-way and easements and private access easements, parks and other open spaces, reservations and utilities.*
  Incomplete –
  - *Narrative states that no half street improvements are required for Woodburn Drive, but preliminary circulation plan shows half street improvements called out.*
  - *The narrative and preliminary street plans are to be revised, with narrative stating that half street improvements are required and preliminary street plans showing widths of proposed half street improvements along Woodburn Drive.*

Response: The Narrative and Preliminary Plans have been updated. The updated Narrative describes the planned half-width improvements to NE Woodburn Drive, and the updated Preliminary Plans depict the planned improvements to NE Woodburn Drive. Planned improvements to NE Woodburn Drive include the installation of a 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface along the north side of NE Woodburn Drive. The planned improvements to NE Woodburn Drive will end ±8 feet short of the site's west boundary to protect an off-site tree that is ±7 feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the

south side of NE Woodburn Drive will be five feet wide and the planter strip along the north side of NE Woodburn Drive will be six feet wide. Refer to the updated Narrative and updated Preliminary Plans for additional information.

- *CMC 17.11.030.6.e: Location of sidewalks, street lighting and street trees.*
  Incomplete –
  - *Show location of required pedestrian access between proposed NE 275th Avenue and Woodburn Drive.*

Response: A pedestrian connection between proposed NE 275th Avenue and NE Woodburn Drive has been added to the updated Preliminary Plans. The pedestrian connection is located within Tract G. The pedestrian connection in Tract G will be five feet wide, be constructed of concrete or asphalt pavement, and have a grade between five percent and 8.33 percent for less than 200 feet, which meets the United States Access Boards Accessible Standard for Federal Outdoor Developed Areas (USABA Standards). Refer to the updated Preliminary Plans for additional information.

- *CMC 17.11.030.6.j: Location, dimension and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements.*
  - *Utility easement in tract D is to be shown in a separate tract as mentioned in the pre-app notes.*

Response: The Preliminary Plans have been updated and the utility easement area that was in Tract D is now located within its own tract (Tract G). Tract G will be covered in its entirety by a blanket sanitary sewer, water, and access easement to the City of Camas. Refer to the updated Preliminary Plans for additional information.

Uhacz Subdivision T-27 Trail Segments

Response: Two pedestrian access trails are planned with this project, located within Tract A and Tract G in the updated Preliminary Plans. The pedestrian access trail within Tract G is ±100 feet in length and will be between five percent and 8.33 percent , meeting the USABA standards. The pedestrian access trail in Tract A is ±550 feet in total length, with ±422 feet of the pedestrian access trail being between five percent and 8.33 percent slope. The remaining ±128 feet of the pedestrian access trail will have a slope less than five percent. Cross slope for the entirety of the pedestrian access trails will be less than two percent. As noted in the correspondence with City staff, the segment of trail between five percent and 8.33 percent will require an appropriate resting interval to break up the length of the segment, which can be provided with the final engineering plans. The Applicant requests a condition of approval that prior to final engineering approval appropriate resting interval locations are provided to meet the standards of the

United States Access Boards Accessible Standard for Federal Outdoor Developed Areas. Refer to the email from Chris Witkowski with the City of Camas included with this response letter for additional information.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC

Michael Andreotti, RLA – Land Use Planner
9600 NE 126th Avenue, Suite 100
Vancouver, WA 98682
360-882-8419 | andreottim@aks-eng.com

Attachments:

Email from Chris Witkowski with the City of Camas

From: Anita Ashton
To: Michael Andreotti
Cc: Chris Witkowski; Curleigh (Jim) Carothers; Ahmed Yanka; Jaegen Grimes; Colin Shackelford; Madeline Coulter
Subject: RE: Uhacz Subdivision T27 Trail Segment
Date: Thursday, April 9, 2026 12:22:25 PM

Hey Michael,
Thanks for your patience on staff's response.
See the email below and let us know if you have other questions.
Enjoy the sunshine…

Anita Ashton
Engineering Project Manager
Community Development Dept.
Office Hours: 8:00-5:00, Closed 12:00-1:00
Desk 360-817-7231
www.cityofcamas.us | *aashton@cityofcamas.us*

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From: Chris Witkowski <CWitkowski@cityofcamas.us>
Sent: Wednesday, April 8, 2026 11:45 AM
To: Anita Ashton <AAshton@cityofcamas.us>; Curleigh (Jim) Carothers <jcarothers@cityofcamas.us>; Ahmed Yanka <AYanka@cityofcamas.us>
Subject: RE: Uhacz Subdivision T27 Trail Segment

Hi All,

I had a chance to dig into this further.

Our 2022 PROS plan states that hard surface trails should meet ADAAG guidelines. However, those guidelines aren't clear on trails and only refer to accessible routes, of which the max slope is 5%. From my experience, this is not always achievable over a longer trail segment, so some flexibility is warranted if we want a trail connection. Another guiding document is the United States Access Boards Accessible Standard for Federal Outdoor Developed Areas, which goes into greater depth on outdoor recreational facilities than ADA.

Per below, the developer's rep states that the "proposed trail layout does/can meet the United States Access Boards Accessible Standard for Federal Outdoor Developed Areas." This is true up to a point. 7% slopes are allowed but only for a maximum segment of 200 feet, then a properly designed resting interval is required. Also, per the standard – and in alignment with the 2014 PROS table – no more than 30% of the total trail length can exceed 8.33%. Also, aside from running slope, cross slope cannot exceed 2%. Consequently, these are the standards the proposed trail should follow.

Based on the information provided in the exhibit, we cannot comment on whether the trail meets the standards. To do so, we will need the following information:

- Total length of the trail
- Segment lengths with grades between 5% & 8.33%
- Segment lengths between 8.33% & 10%
- Segment lengths between 10% and 12%
- Segment lengths over 12%
- Proposed resting interval locations and distance between each
- Cross slopes

For information, a link to the standards document is here: Outdoor Developed Areas: A Summary of Accessibility Standards for Federal Outdoor Developed Areas. The above information can be found on pages 24-27.

If you have any questions, please let me know. Similarly, if the developer would like to discuss further, I'm available to meet.

Thanks,
Chris

From: Anita Ashton <AAshton@cityofcamas.us>
Sent: Monday, March 30, 2026 11:13 AM
To: Curleigh (Jim) Carothers <jcarothers@cityofcamas.us>; Chris Witkowski <CWitkowski@cityofcamas.us>
Subject: FW: Uhacz Subdivision T27 Trail Segment

See below.

Anita Ashton
Engineering Project Manager
Community Development Dept.
Office Hours: 8:00-5:00, Closed 12:00-1:00
Desk 360-817-7231
www.cityofcamas.us | *aashton@cityofcamas.us*

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From: Michael Andreotti <andreottim@aks-eng.com>
Sent: Thursday, March 19, 2026 4:53 PM
To: Anita Ashton <AAshton@cityofcamas.us>
Cc: Jaegen Grimes <grimesj@aks-eng.com>; Colin Shackelford <shackelfordc@aks-eng.com>; Madeline Coulter <mcoulter@cityofcamas.us>; Ahmed Yanka <AYanka@cityofcamas.us>
Subject: RE: Uhacz Subdivision T27 Trail Segment

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Anita –

I just wanted to follow up since I will be out of the office Friday and I believe you have been out this week. To keep the project moving, the Applicant asked us to submit with our proposed trial designs. We would like to continue with the conversation on the trail during the technically complete review process so that we are able to update the plans, if needed, at the end of the technically complete review process going into the review.

Have a great weekend.

Thanks,

Michael Andreotti, RLA
Land Use Planner
AKS ENGINEERING & FORESTRY, LLC
P: 360.882.0419 | www.aks-eng.com | andreottim@aks-eng.com

From: Anita Ashton <AAshton@cityofcamas.us>
Sent: Wednesday, March 11, 2026 1:23 PM
To: Michael Andreotti <andreottim@aks-eng.com>
Cc: Jaegen Grimes <grimesj@aks-eng.com>; Colin Shackelford <shackelfordc@aks-eng.com>; Madeline Coulter <mcoulter@cityofcamas.us>; Ahmed Yanka <AYanka@cityofcamas.us>
Subject: RE: Uhacz Subdivision T27 Trail Segment

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Michael,
Staff has not had a chance to review your email or the exhibit.
We'll review and get back to you with comments by the end of next week.
Thanks

Anita Ashton
Engineering Project Manager
Community Development Dept.
Office Hours: 8:00-5:00, Closed 12:00-1:00
Desk 360-817-7231
www.cityofcamas.us | *aashton@cityofcamas.us*

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From: Michael Andreotti <andreottim@aks-eng.com>

Sent: Wednesday, March 11, 2026 1:18 PM
To: Anita Ashton <AAshton@cityofcamas.us>
Cc: Jaegen Grimes <grimesj@aks-eng.com>; Colin Shackelford <shackelfordc@aks-eng.com>; Madeline Coulter <mcoulter@cityofcamas.us>; Ahmed Yanka <AYanka@cityofcamas.us>
Subject: RE: Uhacz Subdivision T27 Trail Segment

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Anita –

I just wanted to follow up on my email below.

Thanks,

Michael Andreotti, RLA
Land Use Planner
AKS ENGINEERING & FORESTRY, LLC
P: 360.882.0419 | www.aks-eng.com | andreottim@aks-eng.com

From: Michael Andreotti
Sent: Friday, March 6, 2026 3:17 PM
To: Anita Ashton <aashton@cityofcamas.us>
Cc: Jaegen Grimes <grimesj@aks-eng.com>; Colin Shackelford <ShackelfordC@aks-eng.com>; Madeline Coulter <mcoulter@cityofcamas.us>; Ahmed Yanka <ayanka@cityofcamas.us>
Subject: Uhacz Subdivision T27 Trail Segment

Anita –

Good afternoon. We are working on the trail design and wanted to run an exhibit by you.

We were hoping to use the existing driveway, however, there is a section of the driveway that has a 15% slope, so that does not work.

The existing driveway has a slope less than 8% running from SE 15th Street to the south until it reaches the 15% slope. Retaining this section of driveway allows us to retain four existing trees that are on the boundary line through this section. These trees along the boundary are also fairly near structures or outdoor space that appears to be utilized by the neighbors. This makes protecting their root zones that much more important.

We have regraded the 15% to be 7% as the trail continues south towards the subdivision, and we are able to grade the trail under 5% for the last section as it enters the subdivision. Due to the existing grades and narrower width of the area where the 15% section of driveway is, we are unable to go less than 7% and still catch existing grad within the site area.

It should be noted that this proposed trail layout does/can meet the United States Access Boards Accessible Standard for Federal Outdoor Developed Areas.

Also, for the trail connection from the south end of the project to Woodburn, due to existing grades we won't be able to provide an ADA path, we could provide a steeper path, but wanted to start the conversation on this as well.

Thanks,

Michael Andreotti, RLA
Land Use Planner

AKS ENGINEERING & FORESTRY, LLC

Physical: 9600 NE 126th Avenue, Suite 2520 | Vancouver, WA 98682
Mailing: 13504 NE 84th Street, Suite 103-295 | Vancouver, WA 98682
P: 360-882-0419 Ext. 316 | www.aks-eng.com | andreottim@aks-eng.com
Offices in: Arizona | Nevada | Oregon | Washington

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Uhacz Subdivision
Type III Subdivision

Date: April 2026

Submitted to:
City of Camas
Community Development Department
616 NE 4th Avenue
Camas, WA 98607

Applicant:
Romano Capital, Inc.
4660 NE 77th Avenue, Suite 200
Vancouver, WA 98662
Stacey Shields
(360) 904-4759
stacey@romanofinancial.com

AKS Job Number: 12533



AKS ENGINEERING & FORESTRY
9600 NE 126th Avenue, Suite 2520
Vancouver, WA 98682
(360) 882-0419

Submittal Items

1. Pre-Application Conference Report
2. Land Use Narrative
3. Preliminary Plans
4. Geotechnical Soil Analysis Report
5. Preliminary Stormwater Technical Information Report (TIR)
6. Transportation Impact Study
7. SEPA Checklist
8. Title Report
9. DAHP Submittal Email
10. Tree Report
11. Mailing Labels

1. Pre-Application Conference Report

2. Land Use Narrative



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AKS ENGINEERING & FORESTRY

Table of Contents

I. Executive Summary 2
II. Site Description/Setting 2
III. Applicable Review Criteria 3
City of Camas Municipal Code 3
Title 12 Streets, Sidewalks and Public Places 3
Chapter 12.24 - Street Names 3
Chapter 12.44 - Complete Streets Policy 3
Title 13 Public Services 4
Division I Water 4
Chapter 13.52 - Water System Development Charges 4
Division II Sewer System 4
Chapter 13.72 - Sewer Service Development Charge 4
Title 14 Stormwater Provisions 4
Chapter 14.02 - Stormwater Control 4
Chapter 14.06 - Erosion and Sediment Control 4
Title 15 Buildings and Construction 5
Chapter 15.04 - Building Code 5
Chapter 15.17 - Automatic Fire Sprinklers 6
Chapter 15.50 - Clearing and Grading 6
Title 16 Environment 6
Chapter 16.07 - SEPA Categorical Exemption and Threshold Determinations 6
Chapter 16.31 - Archaeological Resource Preservation 7
Chapter 16.51 - General Provisions for Critical Areas 7
Title 17 Land Development 7
Chapter 17.11 - Subdivisions 7
Chapter 17.19 - Design and Improvement Standards 13
Chapter 17.21 - Procedures for Public Improvements 26
Title 18 Zoning 27
Chapter 18.09 - Density and Dimensions 27
Chapter 18.11 - Parking 29
Chapter 18.13 - Landscaping 30
Chapter 18.15 - Signs 37
Chapter 18.17 - Supplemental Development Standards 37
IV. Conclusion 37

Uhacz Subdivision
Type III Subdivision

Submitted to:	City of Camas Community Development Department 616 NE 4th Avenue Camas, WA 98607
Applicant:	Romano Capital, Inc. 4660 NE 77th Avenue, Suite 200 Vancouver, WA 98662 Stacey Shields (360) 904-4759 stacey@romanofinancial.com
Property Owners:	Uhacz Family Trust 1918 SE 283rd Avenue Camas, WA 98607
Applicant's Consultant:	AKS Engineering & Forestry, LLC 9600 NE 126th Avenue, Suite 2520 Vancouver, WA 98682 Contact(s): Michael Andreotti, RLA Email: andreottim@aks-eng.com Phone: (360) 882-0419
Site Location:	27429 SE 15th Street Camas, WA 98607
Clark County Parcels:	178413-000
Site Size:	±6.98 acres (±303,955 square feet)
Land Use Districts:	Residential-6,000 (R-6)

I. Executive Summary

Through this application, Romano Capital, Inc. (Applicant), requests approval from the City of Camas (City) to subdivide the subject site (described below) into a 32-lot subdivision (Uhacz Subdivision) for the future construction of 32 single-family homes. The subdivision will gain access from NE 41st Avenue to the east. Access to the individual lots will be provided through an internal street network that is being constructed with this project. Each lot will be provided with sanitary sewer, stormwater, and water service connections. Other dry utilities will also be provided for each lot. In addition to this narrative, the application package includes the materials necessary for the City to review and approve this submittal, including Preliminary Plans, Pre-Application Conference Report, Preliminary Stormwater Technical Information Report (TIR), Geotechnical Soil Analysis Report, Transportation Impact Study (TIS), State Environmental Policy Act (SEPA) Checklist, Mailing Labels, Archaeological Predetermination Reports, Tree Report, and Title Report.

The highlights of this project, which will be discussed further in this narrative, include the following:

- Subdivision with 32 single-family lots
- Construction of stormwater, parking, open space, and private street tracts to serve the subdivision
- Construction of an internal street network to serve the subdivision
- Construction of all necessary utilities needed to serve the subdivision

The written narrative includes findings of fact demonstrating that the application complies with all applicable approval criteria. These findings are supported by substantial evidence, including Preliminary Plans and other written documentation. This information, which is included in this application package, provides the basis for the City to approve the application.

II. Site Description/Setting

The subject site is addressed as 27429 SE 15th Street, Camas, WA 98607 and consists of Parcel 178413-000. The site is located in the Southwest Quarter of Section 36, Township 2 North, Range 3 East, Willamette Meridian. The subject site is ±6.98 acres (±303,955 square feet) in size and is zoned Single Residential-6,000 (R-6) with an Urban Holding - 10 (UH-10) zoning overlay. The subject site is in use as a single-family residence. East of the site are similarly zoned R-6 parcels, and north and west of the site are Low Density Residential (R1-6) parcels in Clark County jurisdiction. South of the site are Resdential-7,500 (R-7.5)-zoned parcels. The surrounding parcels are currently in use as single-family residential uses.

SE 15th Street fronts the site to the north, NE 41st Avenue is stubbed to the east of the site, and NE Woodburn Drive fronts the site to the south. Site access is currently gained from SE 15th Street via an existing private driveway. SE 15th Street is an existing two-lane Collector/Arterial, with a 60-foot right-of-way width and a ±22-foot paved width. No sidewalks or planter strips exist on either side of SE 15th Street. NE 41st Avenue is a two-lane Local/Sprinklered road with a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and ±5-foot-wide planter strips, ±5-foot-wide sidewalks, and ±2-foot-wide clear strips on both sides of the road. NE Woodburn Drive is an existing three-lane Collector/Arterial road with a right-of-way width that varies between 42 and 60 feet. NE Woodburn Drive has a paved width that varies between 24 and 43 feet. NE Woodburn Drive has a planter strip that varies between 2 and 5 feet wide on the south side of the road and no planter strips exist along the north side of NE Woodburn Drive. A 6-foot-

wide sidewalk exists along the south side of NE Woodburn Drive, and a 6-foot-wide sidewalk exists along a portion of the north side of NE Woodburn Drive.

The site has rolling terrain. The steepest slopes on-site are approximately 40 percent. There are no areas of potential instability identified on-site. The existing vegetation on-site consists of field grass, shrubs, and deciduous and evergreen trees. According to Clark County GIS, there are no flood hazard areas, wetlands, streams, waterways, or other aboveground water bodies present on-site. The site has a low-moderate to moderate-high archaeological probability, with an archaeological site buffer mapped on-site.

III. Applicable Review Criteria

City of Camas Municipal Code

Title 12 Streets, Sidewalks and Public Places

Chapter 12.24 - Street Names

(…)

Response: The planned streets will be named according to the City of Camas *Street Naming Manual* (October 2010). Street names depicted on the Preliminary Plans are placeholders, and final road names will be determined prior to final platting.

Chapter 12.44 - Complete Streets Policy

(…)

12.44.030 - Policy.

(…)

F. Complete streets design recommendations will be incorporated into all publicly and privately funded projects as appropriate. The following complete streets components must be evaluated and considered in all phases of transportation project planning, design, construction, and operation:

1. Sidewalks and crosswalks.
2. Roadway and pedestrian scale lighting.
3. Bicycle accommodation.
4. Landscaping.
5. Use of raised medians for traffic safety, traffic flow and pedestrian refuge.
6. Adequate buffer areas for pedestrian safety, drainage and landscaping.
7. Lane widths appropriately sized for use and context of surrounding land uses.
8. On-street parking where appropriate for surrounding land uses.
9. Signage.
10. Level of connectivity to the existing transportation network.

Response: All roads within the project have been designed to comply with the City of Camas Complete Streets Policy. Sidewalks, crosswalks, shared travel lanes for bicycles and vehicles, landscaping, lighting, parking, signage, and other transportation facilities will be constructed to meet the requirements of the Camas Municipal Code (CMC).

Title 13 Public Services

Division I Water

Chapter 13.52 - Water System Development Charges

(…)

Response: It is understood that System Development Charges (SDCs) and connection fees described in this chapter apply to this project and that payment of the fees is required prior to connection. Water mains will be extended into the site, and each lot will be served by a service lateral. Refer to the Preliminary Plans included with this application package for additional information.

Division II Sewer System

Chapter 13.72 - Sewer Service Development Charge

(…)

Response: It is understood that SDCs and connection fees described in this section apply to this project and that payment of the fees is required prior to connection. Sanitary sewer mains will be extended into the site, and each lot will be served by a service lateral. Refer to the Preliminary Plans included with this application package for additional information.

Title 14 Stormwater Provisions

Chapter 14.02 - Stormwater Control

(…)

Response: The stormwater generated by the proposed site improvements will be collected on-site and conveyed to a stormwater facility for mechanical treatment and detention. The stormwater facility will be privately owned and maintained by the HOA. The stormwater improvements are designed to follow the pre-developed drainage pattern, ultimately discharging at approved rates to an existing manhole within NE Woodburn Drive near the southeast corner of the site. All proposed stormwater improvements are designed per City of Camas standards and the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW). Refer to the Preliminary Stormwater Technical Information Report (TIR) and Preliminary Plans included with this application package for additional information.

Chapter 14.06 - Erosion and Sediment Control

(…)

14.06.030 - Applicability.

Any person proposing to undertake any land-disturbing activity, with the exception of any small parcel development, shall be required to meet the following standards:

A. Submit an erosion prevention/sediment control plan in compliance with this chapter which shall set forth the proposed erosion prevention/sediment control measures and shall further satisfy the criteria of the standard details and specifications for erosion prevention/sediment control plans. The plan shall be submitted and approved by the city prior to the commencement of any land-disturbing activity. In addition, an erosion prevention/sediment control plan shall be submitted and approved by the city prior to the commencement of clearing, grading, fill, excavation, demolition, or

> **construction related to any land development which requires a city permit, requires city approval, or is otherwise subject to SEPA review including, but not limited to, the following:**
>
> **1. Subdivisions;**
>
> **(…)**

Response: This project is for a Type III Subdivision within the City of Camas; therefore, an Erosion and Sediment Control Plan is required. A Preliminary Grading and Erosion Control Plan is included in the Preliminary Plans. A detailed and site-specific Erosion Control Plan will be provided with final construction plans for review and approval by the City. Refer to the Preliminary Plans included with this application package for additional information.

Title 15 Buildings and Construction

Chapter 15.04 - Building Code

15.04.010 - Adoption of referenced codes.

(…)

Response: This project is for a Type III Subdivision, and no structures are proposed with this application. Future single-family residences will be constructed on the lots created with this application. Those structures will be reviewed during the building permit review process. All future buildings will receive building permit approval prior to construction.

15.04.030 - Amendments to the referenced codes.

> **The adopted codes are amended as follows:**
>
> **(…)**
>
> **D. International Fire Code.**
>
> **1. A new subsection is added to Section 907.1.1 to provide as follows:**
>
> **(…)**
>
> **12. Permits shall be obtained from the fire department as follows:**
>
> **a. Except for one and two-family dwellings and as specified in Section 105 of the building code and Section R105 in the International Residential Code no building or structure regulated by the building and/or fire code shall be erected, constructed, enlarged, altered, repaired, moved, removed, converted or demolished unless a separate permit for each building or structure has first been obtained from the fire department.**
>
> **b. A permit shall be obtained from the fire department prior to engaging in activities, operations, practices, or functions as specified in Section 105 of the fire code.**
>
> **(…)**

Response: Two new fire hydrants will be installed with this project. One hydrant will be installed on the west side of NE 275th Avenue near the intersection with NE 41st Avenue and the other hydrant will be installed ±400 feet to the south on the west side of NE 275th Avenue, between Tract B and Tract C. All planned fire hydrants within the subdivision will meet spacing requirements. All future homes in the development will be provided with fire sprinklers, as required by the City of Camas. Additional fire sprinklers will be installed within the homes and garages as site access is limited to a single access point through NE 41st Avenue until parcel 178417-000 west of the site develops. An address monument will be installed at each private street's intersection with NE 275th Avenue so that lots accessed from the private streets can be identified. This project will comply with all other requirements of the International Fire Code (IFC) as adopted and amended by the City of Camas. Refer to the Preliminary Plans included with this application package for additional information.

Chapter 15.17 - Automatic Fire Sprinklers

(…)

Response: This project is for a Type III Subdivision, and no structures are proposed with this application. All future homes in the subdivision will be provided with fire sprinklers as required by the City of Camas. Until further development occurs to the west of the site, access to the site is limited to a single access through NE 41st Avenue. Additional fire sprinklers will be installed in the homes and garages to mitigate for the limited site access. This project will comply with all other requirements of the IFC as adopted and amended by the City of Camas.

Chapter 15.50 - Clearing and Grading

Response: Site clearing, grading, and excavation are required for the construction of this project; therefore, a grading permit is required. A Preliminary Grading and Erosion Control Plan is included in the Preliminary Plans. A grading permit will be obtained by the Applicant prior to any land-disturbing activity occurring. Refer to the Preliminary Plans included with this application package for additional information.

Title 16 Environment

Chapter 16.07 - SEPA Categorical Exemption and Threshold Determinations

(…)

16.07.020 - Exemption levels.

A. The city establishes the following exempt levels for minor new construction based on local conditions, which is consistent with WAC 197-11-800(1):

Project Types	Exempt Levels in Camas
Single-family residential	Up to 9 dwelling units
Multifamily residential	Up to 9 dwelling units
Agricultural structures	Up to 30,000 square feet
Office, school, commercial, recreational, service or storage buildings (including associated parking lots)	Up to 30,000 square feet and associated parking lots of up to 40 spaces.
Parking lots not associated with a structure	Up to 20 parking spaces
Landfills and excavation	Up to 500 cubic yards

(…)

Response: This project is for a Type III Subdivision for the creation of 32 single-family residential lots; therefore, this project is not exempt from SEPA. A SEPA Checklist has been prepared and is included with this application package.

16.07.040 - Environmental checklist.

(…)

Response: A SEPA Checklist has been prepared and submitted with this application package. The lead agency for the SEPA Checklist is the City of Camas.

Chapter 16.31 - Archaeological Resource Preservation

(…)

16.31.070 - Predetermination report required.

(…)

Response: The project site is greater than 5 acres in size, and according to Clark County GIS, the site's mapped archaeological probability is between low-moderate and moderate-high; therefore, an Archaeological Predetermination Report is required for this project. An Archaeological Predetermination Report and formal Archaeological Survey were completed by Applied Archaeological Research, Inc. (AAR) in September 2025 and March 2026 under permit 2025-88 at site 45CL1619. AAR's reports were submitted to the Department of Archaeology and Historic Preservation (DAHP). Confirmation of AAR's submittal is included in this application package. Refer to AAR's confirmation of archaeological submittal included with this application package for additional information.

Chapter 16.51 - General Provisions for Critical Areas

(…)

16.51.090 - Applicability.

The following proposed activities are subject to the criteria, guidelines, report requirements, conditions, and performance standards in this title:

(…)

H. Subdivision;

Response: This project is for a Type III Subdivision for the creation of 32 single-family residential lots; therefore, this project is subject to the criteria, guidelines, conditions, and requirements of this chapter. According to Clark County GIS, there are no on-site critical areas within the project area. Refer to the Preliminary Plans included with this application package for additional information.

Title 17 Land Development

Chapter 17.11 - Subdivisions

(…)

17.11.030 - Preliminary subdivision plat approval.

A. Preapplication.

1. In accordance with CMC Chapter 18.55 the applicant must proceed with the formal preapplication process prior to application submittal review.

2. The applicant shall submit to the community development department the preapplication form and copies of their proposal drawn to an engineer scale on paper, showing lot sizes, topography, and overall lot dimensions.

Response: A pre-application conference was held on January 28, 2026, and the meeting notes for the pre-application conference were issued on February 11, 2026. The Pre-Application Conference Report is included with this application package.

B. Application. In addition to those items listed in CMC 18.55.110, the following items are required, in quantities specified by community development department, for a complete application for preliminary subdivision approval. Items may be waived if, in the judgment of the community development director or designee, the items are not applicable to the particular proposal:

1. Completed general application form as prescribed by the community development director, with the applicable application fees;

2. A complete and signed SEPA checklist. The SEPA submittal should also include a legal description of the parcel(s) from deed(s);

3. Complete applications for other required land use approvals applicable to the proposal;

4. A vicinity map showing location of the site;

5. A survey of existing significant trees as required under CMC Section 18.13.045;

6. All existing conditions shall be delineated. Site and development plans shall provide the following information:

a. A plat map meeting the standards identified in CMC Section 17.01.050,

b. Owners of adjacent land and the names of any adjacent subdivisions,

c. Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),

d. Names, locations, widths and dimensions of existing and proposed public street rights-of-way and easements and private access easements, parks and other open spaces, reservations and utilities,

e. Location of existing and proposed sidewalks, street lighting and street trees,

f. Location, footprint and setbacks of all existing structures on the site,

g. Lot area and dimensions for each lot,

h. Location of proposed new property lines and numbering of each lot,

i. Location of the proposed building envelopes and sewer tanks,

j. Location, dimension and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements,

k. Location of any proposed dedications,

l. Existing and proposed topography at two-foot contour intervals extending to five feet beyond project boundaries,

m. Location of any critical areas and critical area buffers to indicate compliance with all applicable provisions of the critical areas legislation,

n. Description, location and size of existing and proposed utilities, storm drainage facilities and roads to service the lots,

o. Location of all existing fire hydrants within five hundred feet of the proposal; and

p. Show location and height of proposed retaining walls. Provide cross sections for retaining walls over four-feet in height.

7. For properties with slopes of ten percent or greater a preliminary grading plan will be required with the development application that shows:

a. Two-foot contours,

b. The proposed lots and existing topography,

c. The proposed lots with proposed topography, and

d. Total quantities of cut and fill;

8. Preliminary stormwater plan and preliminary stormwater technical information report (TIR). The preliminary stormwater TIR is to be prepared in accordance with Ecology's latest edition Stormwater Management Manual for Western Washington (SWMMWW);

9. For properties with development proposed on slopes of ten percent or greater a preliminary geotechnical report will be consistent with CMC Chapter 16.59;

10. Clark County assessor's maps which show the location of each property within three hundred feet of the subdivision;

11. Applicant shall furnish one set of mailing labels for all property owners as provided in CMC Section 18.55.110;

12. Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve a proposed development and to mitigate impacts of the proposal on the surrounding transportation system; and

13. A narrative addressing ownership and maintenance of open spaces, stormwater facilities, public trails and critical areas, and the applicable approval criteria and standards of the Camas Municipal Code. It should also address any proposed building conditions or restrictions.

14. An engineering estimate of costs for site improvements, both public and private.

(…)

Response: This project is for a Type III Subdivision for the creation of 32 single-family residential lots. This application package contains all the requirements listed in CMC 18.55.110 and the materials listed in this section, including Preliminary Plans that contain Existing Conditions, a Vicinity Map, Preliminary Subdivision Plat, Preliminary Composite Utility Plan, Preliminary Tree Preservation and Removal Plan, Preliminary Street Lighting Plan, Preliminary Grading and Erosion Control Plan, Preliminary Stormwater Plan, Preliminary Landscape Plan, and Preliminary Circulation Plan. Additionally, a Pre-Application Conference Report, Preliminary Stormwater TIR, Geotechnical Soil Analysis Report, TIS, SEPA Checklist, Mailing Labels, Archaeological Predetermination Reports, Tree Report, and Title Report are included in the application package.

> **D. Criteria for Preliminary Plat Approval. The hearings examiner decision on an application for preliminary plat approval shall be based on the following criteria:**
>
> > **1. The proposed subdivision is in conformance with the Camas comprehensive plan, parks and open space comprehensive plan, neighborhood traffic management plan, and any other city adopted plans;**

Response: The planned subdivision has been designed to meet all applicable goals of the Camas Comprehensive Plan. This project will provide stormwater, sewer, and water services for each lot in the planned subdivision. Additionally, roads, franchise utilities, street trees and landscape strips, street lighting, and pedestrian and circulation routes will be provided with this subdivision. These planned improvements will assist in serving the site, while mitigating impacts to the surrounding area. This project will provide 32 single-family residential lots and two open space tracts, which will benefit the community. A TIS has also been prepared for this project and transportation impacts will be mitigated with applicable impact fees.

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

Response: The stormwater generated by the proposed site improvements will be collected on-site and conveyed to a stormwater facility for mechanical treatment and detention. The stormwater facility will be privately owned and maintained by the HOA. The stormwater improvements are designed to follow the pre-developed drainage pattern, ultimately discharging at approved rates to an existing manhole within NE Woodburn Drive near the southeast corner of the site. All proposed stormwater improvements are designed per City of Camas standards and the Washington State ECY 2024 SWMMWW.

Water service will be extended into the site from an existing water main in NE 41st Avenue. That water main will then be looped through the site and connect to an existing water main in NE Woodburn Drive. All lots will be provided with individual water meters and services. All water improvements will be designed and constructed to City of Camas Engineering standards.

Sanitary sewer service for the site will be provided by new on-site sanitary sewer mains. There is an existing sanitary sewer main in NE Umatilla Street that will be extended northwest into the site within NE Woodburn Road right-of-way and connect with the proposed main that will be constructed in NE 275th Avenue. New sanitary sewer mains will also be constructed in NE 40th Avenue, NE 41st Avenue, Tract B, Tract C, Tract D, and Tract G. Sanitary service laterals will be extended to each lot and all sanitary sewer improvements will be designed and constructed to City of Camas engineering standards.

Refer to the Preliminary Stormwater TIR and Preliminary Plans included with this application package for additional information.

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;

Response: Three new local access roads will be constructed with this project. NE 41st Avenue will be extended into the site and NE 40th Avenue and NE 275th Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road.

NE Woodburn Drive is an existing public road to the south of the site. A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive with this project. A 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface will be installed on the north side of NE Woodburn Drive with this project. The planned improvements to NE Woodburn Drive will end ±8 feet short of the site's west boundary to protect an off-site tree that is ±7 feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide.

Seven feet of right-of-way will be dedicated to SE 15th Street with this project. Due to the limited frontage width, no improvements to SE 15th Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue.

A Preliminary Landscape Plan, Preliminary Tree Preservation and Removal Plan, and Preliminary Street Lighting Plan are included in the Preliminary Plans. Provisions have

been made for utilities, as shown in the Preliminary Composite Utility Plans that are included in the Preliminary Plans. Refer to the Preliminary Plans included with this application package for additional information.

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

Response: Right-of-way will be dedicated for three new public streets within the project site. Right-of-way will also be dedicated for NE Woodburn Drive south of the site and for SE 15th Street north of the site. Two private street tracts will be created to provide access to on-site lots, and a 6-foot-wide private utility easement (PUE) will be provided along the frontage of each lot with the final plat. Refer to the Preliminary Plans included with this application package for additional information.

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

Response: As indicated on the Preliminary Plans submitted with this application package, all lots are oriented to front a public right-of-way or private street tract and are appropriately shaped to allow for future home construction. Refer to the Preliminary Plans included with this application package for additional information.

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

Response: As described and depicted in the plans and documents submitted with this application package, this project complies with all requirements of the CMC and other relevant regulations.

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

Response: The Applicant's transportation engineering consultant, Kittelson & Associates, prepared a TIS for the project. Trip generation was calculated for the 32-lot subdivision using the *ITE Trip Generation Manual 12th Edition.* The TIS states the project will generate 302 Average Daily Trips (ADT) with 27 a.m. peak hour trips and 34 p.m. peak hour trips. The TIS recommends the Applicant pay applicable City of Vancouver proportional share fees and does not recommend any other on-site or off-site improvements. Refer to the TIS included with this application for additional information.

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

Response: All tracts within the subdivision will be owned and maintained by the HOA and ownership and maintenance responsibility for the on-site tracts will be identified on the final plat.

9. **Appropriate provisions, in accordance with RCW 58.17.110, are made for:**

   a. **The public health, safety, and general welfare and for such open spaces, drainage ways, streets, or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including**

sidewalks and other planning features that assure safe conditions at schools bus shelter/stops, and for students who walk to and from school, and

b. The public use and interest will be served by the platting of such subdivision and dedication;

Response: As previously stated, the proposed development meets all applicable goals of the Camas Comprehensive Plan. Existing on-site trees and trees immediately adjacent to the site will be protected to the greatest extent practicable, new trees will be planted on-site, and mitigation will be provided for necessary impacts. A street network will be constructed to provide vehicle and pedestrian circulation, and applicable impact fees will be paid with this project. Refer to the Preliminary Plans included with this application package for additional information.

10. The application and plans shall be consistent with the applicable regulations of the adopted comprehensive plans, shoreline master plan, state and local environmental acts and ordinances in accordance with RCW 36.70B.030.

Response: All plans and documents submitted with this application package meet the requirements of this section.

17.11.040 - Phasing.

The subdivider may develop and record the subdivision in phases. Any phasing proposal shall be submitted for review at preliminary plat. In addition to meeting criteria in CMC Chapter 18.23, approval of the phasing plan shall be based upon making the following findings:

A. The phasing plan includes all land contained within the approved preliminary plat, including areas where off-site improvements are being made.

Response: This project is for a Type III Subdivision for the creation of 32 single-family residential lots to be constructed in one phase. Refer to the Preliminary Plans included with this application package for additional information.

Chapter 17.19 - Design and Improvement Standards

(…)

17.19.020 - Improvements, supervision, inspections and permits required.

A. Required Improvements.

1. Every developer shall be required to grade and pave streets and alleys, install curbs and gutters, sidewalks, monuments, sanitary and storm sewers, water mains, fire hydrants, street lights and street name signs, underground transmission lines, provide and install a centralized location for mail delivery boxes in coordination with the U.S. Postal Service, together with all appurtenances in accordance with this chapter, specifications and standards in the Camas Design Standards Manual, the six-year street plan, and other state and local adopted standards and plans as may be applicable.

2. Other improvements installed at the option of the developer shall conform to city requirements.

3. Existing wells, septic tanks and septic drain fields shall be decommissioned, in accordance with state and county guidelines

regardless of lots or properties served by such utility unless otherwise approved by public works director. Documentation of said decommissioning is to be provided to the city. Upon decommissioning of existing wells, the water rights shall be granted to the city.

Response: Paved streets, complete with curbs, gutters, and sidewalks, will be constructed with this project. All lots will be provided with all required utilities, including sanitary sewer, water, and other private utilities. Streetlights, fire hydrants, and mail service delivery boxes will also be constructed with this project. All planned improvements are shown in the Preliminary Plans that are included with this application. The existing on-site septic system will be decommissioned with this project.

17.19.030 - Tract, block and lot standards.

A. Environmental Considerations.

Response: According to Clark County GIS, there are no on-site critical areas. Existing on-site trees and trees immediately adjacent to the site will be protected to the greatest extent practicable and new trees will be planted on-site. The Applicant will also provide two open space tracts, totaling ±25,897-square-feet in size. Refer to the Preliminary Plans included with this application package for additional information.

B. Blocks. Blocks shall be wide enough to allow two tiers of lots, except where abutting a major street or prevented by topographical conditions or size of the property, in which case the approval authority may approve a single tier.

Response: The planned subdivision includes two-tiered blocks where practicable. Due to the shape of the site, the location of NE 41st Avenue along the site's east boundary, and NE Woodburn Drive along the south of the site, two-tiered blocks are not practicable throughout the entire subdivision. One single-tiered block is planned with this project along the site's north boundary. A single-tiered block is necessary at this location because NE 41st Avenue's existing stub location and the site's north boundary do not leave enough room for two-tiered lots. Refer to the Preliminary Plans included with this application package for additional information.

C. Compatibility with Existing Land Use and Plans.

1. Buffer Between Uses. Where single-family residential lots are to be adjacent to multiple-family, commercial or industrial land use districts, and where natural separation does not exist, adequate landscape buffer strips and/or solid fences for purposes of buffering sound, restricting access, pedestrian safety and privacy shall be provided.

2. Conformity with Existing Plans. The location of all streets shall conform to any adopted plans for streets in the city. The proposed land use shall respond to and complement city ordinances, resolutions and comprehensive plans.

3. Other City Regulations. All land use shall comply with all adopted city regulations. In the event of a conflict, the more restrictive regulation shall apply.

(…)

Response: The subject site and all parcels surrounding the site are zoned for residential use; therefore, the standards of this section do not apply. Refer to the Preliminary Plans included with this application package for additional information.

> D. Lots. The lot size, width, shape and orientation shall conform to zoning provisions and the following:
>
> 1. Each lot must have frontage and access onto a public street, except as may otherwise be provided (e.g., approved private roads, access tracts);

Response: Each lot has been designed to have access to a public or private road. Refer to the Preliminary Plans included with this application package for additional information.

> 2. Side Lot Lines. The side lines of lots should generally run at right angles to the street upon which the lots face as far as practical, or on curved streets they shall be radial to the curve;

Response: Lots within the planned subdivision have their side lot lines at right angles to the road upon which they front. Refer to the Preliminary Plans included with this application package for additional information.

> 3. Building Envelopes. No lot shall be created without a building envelope of a size and configuration suitable for the type of development anticipated:
>
> a. For single-family residential zones, a suitable size and configuration generally includes a building envelope capable of siting a forty-foot by forty-foot square dwelling within the building envelope,

Response: Building envelopes, in the form of setbacks, are depicted on the Preliminary Plans. A 40-foot-by-40-foot square is shown on the plans to show that a dwelling fits within required setbacks on all lots in the planned subdivision. Refer to the Preliminary Plans included with this application package for additional information.

> 4. Where property is zoned and planned for commercial or industrial use, in conformance to the intent of the comprehensive plan, other lot dimensions and areas may be permitted at the discretion of the approval authority;

Response: The project site is zoned R-6; therefore, this standard does not apply.

> 5. Flag lots, access tracts, and private roads may be permitted only when the community development director or designee finds the applicant meets the criteria listed hereinafter:
>
> (…)

Response: Two private streets are planned with this project. The private streets have been designed to meet City standards based on the number of lots they provide access to and accommodate full development on the lots that will gain access from the private streets. Address monuments will also be installed where the private street intersect with NE 275th Avenue. Refer to the Preliminary Plans included with this application package for additional information.

> 6. Double Frontage Lots. Residential lots which have street frontage along two opposite lot lines shall be avoided, except for double

frontage lots adjacent to an arterial or collector, which must comply with the following design standards:

a. Landscaping. A ten-foot landscaped tract is provided along the real property line to visually buffer the rear yards from public view and prevent vehicular access. The ten-foot landscaped tract shall include a minimum two-inch caliper trees every thirty feet on center, three-foot tall shrubs that form a continuous screen, groundcover plants that fully cover the remainder of the landscaped area, and maintained in perpetuity by the homeowners association;

(…)

b. Fencing and Walls. A sight-obscuring fence or masonry wall shall be located at the line that separates the lot from the ten-foot landscape tract (see Figure 17.19-1). The design must include:

Response: Lots 21 through 23 will take access from the private street in Tract C and will be separated from NE Woodburn Drive with a 10-foot-wide open space tract. NE Woodburn Drive is classified as a three-lane Collector/Arterial road; therefore, a minimum 4-foot-tall fence or masonry wall is required along the boundary of the lots and the 10-foot-wide open space tract. The required fence or wall will be verified prior to building permit approval. Refer to the Preliminary Plans included with this application package for additional information.

E. Tracts and Trails.

(…)

Response: Per the City of Camas 2022 Parks, Recreation, and Open Space (PROS) Comprehensive Plan, a segment of the T-27 trail is shown on-site. To accommodate the T-27 trail segment, an on-site trail is planned in Tract A and Tract G. The trail within Tract A will vary between 6 feet and 10 feet in width, be constructed of asphalt pavement, and can meet the United States Access Boards Accessible Standard for Federal Outdoor Developed Areas (USABA Standards). The Trail in Tract G will be 5 feet wide, be constructed of concrete or asphalt pavement, and can meet the USABA Standards. The trails and on-site open space tracts will be maintained by the HOA. Refer to the Preliminary Plans included with this application package for additional information.

F. Landscaping.

1. Each dwelling unit within a new development shall be landscaped with at least one tree in the planting 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. Required trees shall be a minimum two-inch diameter at breast height (dbh) to create a uniform streetscape (dbh is four and one-half feet above the ground as measured from upside of tree).

2. The city council finds that the existing mature landscaping of trees, and shrubs provide oxygen, filter the air, contribute to soil conservation and control erosion, as well as provide the residents with aesthetic and historic benefits. For these reasons, the city encourages the retention of existing trees that are not already protected as significant trees under the Camas Municipal Code.

> Generally, the city may allow the tree requirements under subsection (F)(1) of this section to be reduced at the request of the developer, by a ratio of two new trees in favor of one existing tree, provided such trees have been identified on approved construction plans.
>
> 3. Prior to final acceptance of any land development, the land developer shall install trees adjacent to or within all common areas and landscape tracts as specified in the Camas Design Standards Manual.
>
> 4. Street trees adjacent to individual lots must be installed prior to final occupancy or secured or bonded, and installed prior to expiration of the two-year warranty period, whichever comes first.
>
> 5. All landscaping shall conform to plant criteria in the Camas Design Standards Manual. Any planting of trees or shrubs within the right-of-way or vision clearance area must be shown on the construction drawings for approval.
>
> 6. Storm drainage facilities, pump stations and other visible facilities shall be required to include a ten foot L2 landscaped buffering in accordance with criteria in the Camas Design Standards Manual if within thirty feet of any street or accessory structure.

Response: One street tree is planned for each lot in the subdivision. Due to driveways, streetlights, and utilities, street trees cannot be placed at 30 feet on center or directly in front of each lot throughout the project; however, the total number of required street trees are planned for this project. Required street trees will be installed within the designated time frame.

Existing on-site trees will be protected to the greatest extent practicable and new trees will be installed throughout the site. Site landscaping will conform to the Camas Design Standards Manual and has been designed to not obstruct any vision clearance areas. One stormwater facility is planned with this project, and the stormwater facility will be screened with a 10-foot-wide L2 landscape buffer. Refer to the Preliminary Plans included with this application package for additional information.

> G. Non-City Public Utility Easements (PUEs). Easements for electric lines, gas lines, communication lines, or other public utilities shall be required. Easements for public utilities shall be a minimum of six feet in width, located adjacent to the city right-of-way on public streets, behind sidewalks on private streets, and centered on front or side lot lines.
>
> (…)

Response: A 6-foot-wide Public Utility Easement (PUE) will be provided along lots adjacent to the public right-of-way and behind sidewalks or the curb line on private streets. Refer to the Preliminary Plans included with this application package for additional information.

> J. Lighting. Street lighting shall conform to the Clark public utility standards and approved by the city. The developer shall bear the cost of the design and installation of the lighting system.

Response: Street lighting will be provided with this project. All lighting will be installed in conformance with City of Camas and Clark Public Utilities (CPU) standards. A Preliminary Street Lighting Plan is included in the Preliminary Plans. Refer to the Preliminary Plans included with this application package for additional information.

K. All residential streets shall conform to the guidelines and standards of the city neighborhood traffic management plan.

Response: All streets in this project have been designed to conform to the guidelines and standards of the *City of Camas Neighborhood Traffic Management Plan* (March 2001). The proposed subdivision will create less than 700 ADT; therefore, no additional traffic management measures are required for this project per the *City of Camas Neighborhood Traffic Management Plan* (March 2001). A Preliminary Circulation Plan is included in the Preliminary Plan. Refer to the Preliminary Plans included with this application package for additional information.

17.19.040 - Infrastructure standards.

A. Private Street. Private street(s) may be authorized when all of the following occur:

1. Allowing private streets in the area being developed will not adversely affect future circulation in neighboring lots of property or conflict with an existing adopted street plan;

Response: Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue. Refer to the Preliminary Plans included with this application package for additional information.

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

Response: All private street tracts will be owned and maintained by the HOA. A note describing private street ownership and maintenance responsibility will be included on the final plat.

3. The proposed private streets can accommodate potential full (future) development on the lots or area being developed;

Response: Private Street A will provide access to three lots and Private Street B will provide access to six lots. The private streets have been designed to meet City standards based on the number of lots they provide access to and to accommodate full development on the lots that will gain access from the private streets. No future lots beyond this subdivision will gain access from the private streets. Refer to the Preliminary Plans included with this application package for additional information.

4. Connect to no more than one public street, unless it is an alley;

Response: None of the planned private streets connect to more than one public street. Refer to the Preliminary Plans included with this application package for additional information.

5. Conform to the Camas Design Standard Manual (CDSM);

Response: Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue. "No Parking" signs will be installed on both sides of Private Street A and on one side of Private Street B. Refer to the Preliminary Plans included with this application package for additional information.

6. **Alleys shall be privately owned and maintained;**

Response: No alleys are planned with this project; therefore, this standard does not apply.

7. **Access requirements for recycle service, garbage service, and emergency vehicles are provided;**

Response: Garbage and recycling for lots fronting Private Street A will be collected at the right-of-way along NE 275th Avenue. Solid waste and recycling pickup for lots fronting Private Street B will occur at each lot's front, except for Lots 20 and 21, where solid waste and recycling pickup will occur in front of Lots 19 and 22. Solid waste and recycling collection trucks will be able to use the rotated hammerhead turnaround at the end of NE 275th Avenue to back out of Private Street B. Refer to the Preliminary Plans included with this application package for additional information.

8. **Provisions for adequate parking enforcement are recorded within a private covenant to ensure emergency vehicle access. Street signs to this effect shall be installed. These provisions shall be noted on the final plat, e.g. Towing service.**

Response: A covenant providing provisions for parking enforcement will be recorded and will be noted on the final plat.

B. **Streets.**

1. **Half Width Improvement. Half width improvements, when determined appropriate by the City Engineer, shall include a full-depth road section to the existing centerline, public and private utility easements, water and sewer mains, pedestrian pathways, storm water drainage, street lighting and signage, environmental permits, provisions for mitigation improvements and mitigation areas as necessary, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per the Camas Design Standard Manual.**

Response: NE Woodburn Drive is an existing public road to the south of the site. A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive with this project. A 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface will be installed on the north side of NE Woodburn Drive with this project. The planned improvements to NE Woodburn Drive will end ±8 feet short of the site's west boundary to protect an off-site tree that is ±7 feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-

foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide.

Seven feet of right-of-way will be dedicated to SE 15th Street with this project. Due to the limited frontage width, no improvements to SE 15th Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

Three new local access roads will be constructed with this project. NE 41st Avenue will be extended into the site and NE 40th Avenue and NE 275th Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road.

Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue. Refer to the Preliminary Plans included with this application package for additional information.

2. **Streets abutting the perimeter of a development shall be provided in accordance with CMC 17.19.040(B)(1) above, and the Design Standard Manual. A minimum of 24-feet of paved surface shall be required to provide two-way vehicular movements and to ensure safe and efficient roads exist to serve the land development. Where applicable, a total of twenty-nine feet of paved surface may be required to provide bike lanes.**

Response: NE Woodburn Drive abuts the site to the south and SE 15th Street abuts the site to the north. Seven feet of right-of-way will be dedicated to SE 15th Street with this project. Due to the limited frontage width, no improvements to SE 15th Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive and NE Woodburn Drive will be improved with a 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface on the north side of NE Woodburn Drive. The planned improvements to NE Woodburn Drive will end ±8 feet short of the site's west boundary to protect an off-site tree that is ±7 feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will

be 6 feet wide. Refer to the Preliminary Plans included with this application package for additional information.

> 3. The city engineer may approve a delay of frontage street improvements for development proposals under any of the following conditions:

Response: No delay in frontage improvements is requested; therefore, this standard does not apply.

> 4. In the event the frontage improvement is delayed, the owner must provide an approved form of financial surety in lieu of said improvements.

Response: No delay in frontage improvements is requested; therefore, this standard does not apply.

> 5. Dedication of additional right-of-way may be required for a development when it is necessary to meet the minimum street width standards or when lack of such dedication would cause or contribute to an unsafe road or intersection.

Response: Right-of-way will be dedicated for three new public streets within the project site. Right-of-way will also be dedicated to NE Woodburn Drive south of the site and to SE 15th Street north of the site. Two private street tracts will be created within the site to provide access to on-site lots.

Fifty-two feet of right-of-way will be dedicated for the three new public roads, a strip of right-of-way, up to 18 feet wide, will be dedicated for NE Woodburn Drive, and seven feet of right-of-way will be dedicated for SE 15th Street. One of the private street tracts will be within a 20-foot-wide tract and the other private street will be within a 42-foot-wide tract. Refer to the Preliminary Plans included with this application package for additional information.

> 6. Extension. Proposed street systems shall extend existing streets at the same or greater width unless otherwise approved by the city engineer.
>
> a. Streets and pedestrian/bicycle paths shall be extended to the boundaries of the plat to ensure access to neighboring properties, unless the presence of critical areas or existing development render such extension infeasible. The design shall contribute to an integrated system of vehicular and pedestrian circulation.
>
> b. Grading of steep topography may be necessary to achieve this objective.

Response: NE 41st Avenue is an existing public road that is stubbed to the east boundary of the site. NE 41st Avenue is a two-lane Local/Sprinklered road with a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and ±5-foot-wide planter strips, ±5-foot-wide sidewalks, and ±2-foot-wide clear strips on both sides of the road. New local roads will be extended into and through the site and will be constructed to City of Camas Street Detail ST3 standards, complete with a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and 7-foot-wide planter strips, and 5-foot-wide sidewalks on both sides of the road. NE 41st Avenue and NE 40th Avenue will provide circulation opportunities for future development on Parcel 178417-000 to the west of the site. Pedestrian circulation will be provided through

the street network via sidewalks and trails. Refer to the Preliminary Plans included with this application package for additional information.

7. **Names. All street names, street numbers, and building numbers shall be assigned in accordance with CMC 12.24**

Response: The planned streets will be named according to the City of Camas Street Naming Manual (October 2010). Street names depicted on the Preliminary Plans are placeholders, and final road names will be determined prior to final platting.

8. **Right-of-way, tract and pavement widths for private and public streets shall be based on the Camas Design Standards Manual (CDSM), Engineering Design Standards and Submittal Requirements, Design Standards, Table 1-Guidelines for Geometry of Private Roadways and Table 2- Guidelines for Geometry of Public Roadways.**

Response: Three new local access roads will be constructed with this project. NE 41st Avenue will be extended into the site and NE 40th Avenue and NE 275th Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road.

NE Woodburn Drive is an existing public road to the south of the site. A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive with this project. A 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface will be installed on the north side of NE Woodburn Drive with this project. The planned improvements to NE Woodburn Drive will end ±8 feet short of the site's west boundary to protect an off-site tree that is ±7 feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide.

Seven feet of right-of-way will be dedicated to SE 15th Street with this project. Due to the limited frontage width, no improvements to SE 15th Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue. Both private streets will be constructed to the City of Camas Engineering Standards Table 1-Guidelines for Geometry of Private Roadways. Refer to the Preliminary Plans included with this application package for additional information.

9. Intersections. Any intersection of streets that connect to a public street, whatever the classification, shall be at right angles as nearly as possible, shall not exceed fifteen degrees, and not be offset insofar as practical. All right-of-way lines at intersections with arterial and collector streets shall have a corner radius of not less than twelve feet.

Response: All planned intersections are at right angles, or as close to right angles as possible. Offset intersections are not planned with this project. Refer to the Preliminary Plans included with this application package for additional information.

10. Street Layout. Street layout shall provide for the most advantageous development of the land development, adjoining area, and the entire neighborhood. Evaluation of street layout shall take into consideration potential circulation solutions for vehicle, bicycle and pedestrian traffic, and, where feasible, street segments shall be interconnected.

a. Circulation Plan. Applicants shall submit a circulation plan at application which includes the subject site and properties within six hundred feet of the proposed development site. The plan shall incorporate the following features both on-site and off- site:

i. The circulation plan shall be to an engineering scale at one inch = one hundred feet or the scale may be increased or decreased at a scale approved by the city engineer;

ii. Existing and proposed topography for slopes of ten percent or greater, with contour intervals not more than ten feet;

iii. Environmental sensitive lands (geologic hazards, wetlands, floodplain, shoreline, etc.);

iv. Existing and proposed streets, bicycle/pedestrian pathways, trails, transit routes; and

v. Site access points for vehicles, pedestrians, bicycles, and transit.

Response: A Preliminary Circulation Plan meeting these standards is provided in the Preliminary Plans that are included with this application package. The planned street network connects to existing infrastructure and provides circulation opportunities for future development on Parcel 178417-000 to the west of the site. Pedestrian circulation will be provided through the street network via sidewalks and a segment of the planned T-27 Trail. Refer to the Preliminary Plans included with this application package for additional information.

b. Cross-circulation shall be provided that meets the following:

i. Block lengths shall not exceed the maximum access spacing standards for the roadway class per the city's design standards manual. If block lengths greater than six hundred feet are approved pursuant to CMC Section 17.19.040.B.10.b.iii., a midway pedestrian connection shall be provided.

Response: No new blocks will be created with this project; however, the proposed street network will allow for future blocks that are less than 600 feet in length when future development occurs on Parcel 178417-000 to the west of the site. Refer to the Preliminary Plans included with the application for additional information.

> ii. Cul-de-sacs and permanent dead-end streets over three hundred feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard.

Response: NE 275th Avenue is a planned public dead-end road and is over 300 feet in length. A connection between NE 275th Avenue and NE Woodburn Drive cannot be made due to minimum intersection spacing requirements. NE Woodburn Drive is a Collector road and per the Camas Design Standards Manual, the minimum access spacing requirements along Collector roads is 330 feet. NE Umatilla Street is an existing street east of the site. If NE 275th Avenue were extended south to Woodburn Drive, the distance between NE 275th Avenue and NE Umatilla Street would be ±170 feet; therefore, the Applicant is not proposing a connection between NE 275th Avenue and NE Woodburn Drive. Refer to the Preliminary Plans included with this application package for additional information.

> iii. When cul-de-sacs or dead-end streets are permitted that are over three-hundred feet, a direct pedestrian and bicycle connection shall be provided to the nearest available street or pedestrian oriented use. Pedestrian connections need to meet Design Standards Manual for ADA accessibility in accordance with PROWAG and ADAAG.
>
> (…)

Response: Existing site grades do not allow for an ADA-compliant pedestrian connection between NE 275th Avenue and NE Woodburn Drive; therefore, a pedestrian connection is not planned with this project. If allowed, a non-ADA pedestrian and bicycle connection can be made. Refer to the Preliminary Plans included with this application package for additional information.

> d. Where critical areas are impacted, the standards and procedures for rights-of-way in the critical areas overlay zone shall be followed.

Response: There are no on-site critical areas; therefore, this standard does not apply.

> e. When the proposed development's average lot size is seven thousand four hundred square feet or less, one additional off- street parking space shall be required for every five units, notwithstanding the requirements of CMC Chapter 18.11. These spaces are intended to be located within a common tract.
>
> (…)

Response: The project's average residential lot size is less than 7,400 square feet; therefore, additional off-street parking is required. Thirty-two single-family residential lots are planned with this project; therefore, a total of six additional parking spaces are required for the site. Six additional parking spaces are planned with this project. Those parking

spaces are distributed throughout the site in common tracts. Refer to the Preliminary Plans included with this application package for additional information.

> 12. Street Design. When interior to a development, publicly owned streets shall be designed and installed to full width improvement as a means of insuring the public health, safety, and general welfare in accordance with the city comprehensive plans. Full width improvements shall include utility easements, sidewalks, bike lanes as necessary, and control of stormwater runoff, street lighting, and signage, in accordance with the Camas Design Standards Manual (CDSM).
>
> (…)

Response: Three new local access roads will be constructed with this project. NE 41st Avenue will be extended into the site and NE 40th Avenue and NE 275th Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road. Street signage and lighting, stormwater facilities, and public utilities are also included in the street design. Refer to the Preliminary Plans included with this application package for additional information.

> 13. Sidewalks shall be constructed as specified in Camas Design Standard Manual. See CDSM Engineering Design Standards Table 1 and Table 2 for dimensions.
>
> (…)

Response: All planned public and private streets within the project area have been designed to meet City of Camas design standards and Table 17.19.040-1 and Table 17.19.040-2 of the CMC. Where sidewalks are planned, they have been designed to be constructed as specified in the Camas Design Standards Manual. Refer to the Preliminary Plans included with this application package for additional information.

> C. Utilities.
>
> (…)
>
> 2. Sanitary sewers shall be provided to each lot at no cost to the city and designed in accordance the Camas Design Standards Manual (CDSM).
>
> (…)

Response: Sanitary sewer service for the site will be provided by new on-site sanitary sewer mains. There is an existing sanitary sewer main in NE Umatilla Street that will be extended northwest into the site within NE Woodburn Road right-of-way and connect with the proposed main that will be constructed in NE 275th Avenue. New sanitary sewer mains will also be constructed in NE 40th Avenue, NE 41st Avenue, Tract B, Tract C, Tract D, and Tract G. Sanitary service laterals will be extended to each lot and all sanitary sewer improvements will be designed and constructed to City of Camas engineering standards

> 3. Storm Drainage. The storm drainage collection system shall meet the requirements of the Camas Design Standards Manual (CDSM) and CMC 14.02 Stormwater Control.
>
> (…)

Response: The stormwater generated by the proposed site improvements will be collected on-site and conveyed to a stormwater facility for mechanical treatment and detention. The stormwater facility will be privately owned and maintained by the HOA. The stormwater improvements are designed to follow the pre-developed drainage pattern, ultimately discharging at approved rates to an existing manhole within NE Woodburn Drive near the southeast corner of the site. All proposed stormwater improvements are designed per City of Camas standards and the Washington State ECY 2024 SWMMWW. Refer to the Preliminary Stormwater TIR and Preliminary Plans included with this application package for additional information.

4. Water System.

(…)

Response: Water service will be extended into the site from an existing water main in NE 41st Avenue. That water main will then be looped through the site and connect to an existing water main in NE Woodburn Drive. All lots will be provided with individual water meters and services, and all water improvements will be designed and constructed per City of Camas engineering standards. Refer to the Preliminary Plans included with this application package for additional information.

5. Clearing and Grading.

a. Clearing and grading that are a result of a land-use application shall be submitted with the land-use application and shall be a component of the civil construction application.

b. Clearing and grading permits that are not part of a land-use application shall be prepared in accordance with CMC 15.50 Clearing and Grading.

c. Quantities of fill and excavation are to be separately calculated and then added together, even if excavated material is used as fill in the same site.

d. Erosion prevention and sediment control plans and details are to be submitted as a component of the clearing and grading plans.

e. Clearing and grading that results in an acre or greater land-disturbing activities require a National Pollutant Discharge Elimination System (NPDES) Permit, which is issued by the Washington Department of Ecology, prior to start of any land-disturbing activities.

Response: A Preliminary Grading and Erosion Control Plan is included in the Preliminary Plans. Cut and fill quantities are also listed in the Preliminary Grading and Erosion Control Plans. More than one acre of grading will occur with this project; therefore, the Applicant is required to get a National Pollutant Discharge Elimination System (NPDES) Permit from ECY. All permits and approvals will be obtained prior to any land-disturbing activities occurring. Refer to the Preliminary Grading and Erosion Control Plans that are included in the Preliminary Plans for additional information.

Chapter 17.21 - Procedures for Public Improvements

(…)

17.21.030 - Land disturbing activities—Erosion prevention/ sediment control.

Any person, company, corporation, group, entity or jurisdiction proposing to commence any land-disturbing activity, shall be required to meet the following standards:

A. Install all erosion prevention/sediment control measures required by the approved erosion prevention/sediment control plan prior to commencement of work.

B. For all land-disturbing activities of an acre or more, furnish to the city an approved form of security in the amount of two hundred percent of the engineer's estimated cost of the erosion prevention/sediment control measures, including associated labor, shown on the approved erosion prevention/sediment control plan.

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

D. Implementation of erosion prevention/sediment control measures in addition to those measures approved on the erosion prevention/sediment control plan may be required to address weather-related problems and to assure compliance with local, state and federal requirements for water quality. Any proposed additional erosion prevention/sediment control measures must be approved by the city prior to use. The city shall have the right to issue a stop work order on all construction not related to erosion prevention/sediment control until such time as acceptable prevention and control measures are implemented.

Response: A Preliminary Grading and Erosion Control Plan is included in the Preliminary Plans. A detailed and site-specific Erosion Control Plan will be provided with final construction plans for sediment and pollution control. Refer to the Preliminary Plans included with this application package for additional information.

Title 18 Zoning

Chapter 18.09 - Density and Dimensions

(…)

18.09.040 - Density and dimensions— Single-family residential zones.

Table 1—Density and Dimensions for Single-family Residential Zones	
	R-6
A. Standard New Lots	
Maximum density (dwelling units/net acre)	7.2
Minimum density (dwelling units/net acre)	X
Average lot area (square feet) [4]	6,000
Minimum lot size (square feet)	4,800
Maximum lot size (square feet) [3]	9,000
Minimum lot width (feet)	60
Minimum lot depth (feet)	80
Maximum building lot coverage [5]	40%
Average building lot coverage [6]	N/A
Maximum building height (feet) [2]	35

Table Notes:

2. Maximum building height: three stories and a basement, not to exceed height listed.
3. For parcels with an existing dwelling, a one-time exception may be allowed to partition from the parent parcel a lot that exceeds the maximum lot size permitted in the underlying zone. Any further partitioning of the parent parcel or the oversized lot must comply with the lot size requirements of the underlying zone.
4. Average lot area is based on the square footage of all lots within the development or plat. The average lot size may vary from the stated standard by no more than five hundred square feet.
5. The maximum building lot coverage for single-story homes may be up to forty-five percent in R-6, R-7.5, and LD-NS zones, and forty percent in R-10 and R-12 zones. To qualify for increased lot coverage, a single-story home cannot include a basement or additional levels.
6. Average building lot coverage is based on the square footage of all lots within the development or plat with an LD-NS zoning designation. The average building lot coverage may increase to fifty-five for single-story development and/or lots below five thousand square feet.

Table 2—Building Setbacks for Single-Family Residential Zones[1]	
Lot Area	5,000 to 11,999 sq. ft.
Minimum front yard (feet)	20[2]
Minimum side yard (feet)	5
Minimum side yard flanking a street and corner lot rear yard (feet)	10
Minimum rear yard (feet)	25
Minimum lot frontage on a cul-de-sac or curve (feet)	30

Table Notes:

1. Setbacks may be reduced to be consistent with the lot sizes of the development in which it is located. Notwithstanding the setbacks requirements of this chapter, setbacks and/or building envelopes clearly established on an approved plat or development shall be applicable. In the LD-NS zone, cottage-style development setbacks are identified in the North Shore Design Manual.
2. The minimum front yard setback may be reduced by up to five (5) feet for the non-garage portions of a dwelling when any garage is set back the full minimum front yard distance required in the underlying zone. This allowance is intended to promote varied building facades and reduce the visual prominence of garages along the street.

Response: The subject site is within the R-6 zoning district. The gross area for the site is ±6.98 acres. 0.60 acres of open space area is planned with this project, and ±0.03 acres of the site is existing right-of-way SE 15TH Street; therefore, the net area of the site is ±6.35 acres. In the R-6 zoning district, the maximum allowable density is 7.2 units per net acre. The maximum allowable density for the project is 46 units (7.2 units/acre x 6.35 acres). This project will provide 32 detached single-family residential lots.

The minimum planned lot area is 5,400 square feet, the minimum planned lot width is 60 feet, and the minimum planned lot depth is 90 feet. The average lot area is ±5,937 square feet and all lots are designed to allow for a minimum 20-foot-deep front yard setback, minimum 5-foot-wide side yard setback, minimum 10-foot-wide street side setback, and minimum 25-foot-wide rear yard setback. The planned lots are large enough for homes

to be constructed meeting the maximum building lot coverage of 40 percent and the maximum building height of 35 feet. Lot dimensions, setbacks, areas, and density statistics are depicted in the Preliminary Plans. Refer to the Preliminary Plans included with this application package for additional information.

Chapter 18.11 - Parking

(…)

18.11.030 Location.

Off-street facilities shall be located as hereafter specified. Such distance shall be the maximum walking distance measured from the nearest point of the parking facility to the nearest point of the building that such facility is required to serve:

A. For single-family or two-family dwelling and motels: on the same lot with the structure they are required to serve.

B. For multiple dwelling, rooming or lodging house: two hundred feet.

(…)

D. For uses other than those specified above: four hundred feet.

Response: All required parking spaces for the residential lots are located on the same lot as the residence. Refer to the Preliminary Plans included with this application package for additional information.

18.11.100 - Residential parking.

Residential off-street parking space shall consist of a parking strip, driveway, garage, or a combination thereof, and shall be located on the lot they are intended to serve.

Response: Off-street parking will be provided for each future single-family home and will consist of garage and driveway spaces. Six additional off-street parking spaces will be provided in two common parking areas to serve residential parking needs. Refer to the Preliminary Plans included with this application package for additional information.

18.11.130 - Standards.

The minimum number of off-street parking spaces for the listed uses shall be shown in Table 18.11-1, Off-Street Parking Standards. The city shall have the authority to request a parking study when deemed necessary.

Use	Required Number of Off-Street Parking Spaces
Residential	
Single-family dwelling, duplex, rowhouse	2 per unit
Studio apartment	1
Apartment 1 bedroom/ 2+ bedrooms	1.5/2
Housing for elderly (apartment/unassisted)	.33 per unit
Retirement dwellings	2 per unit
Residential care facility/assisted living	1 per 2 beds + 1 per day shift employee

(…)

Response: This project is for a 32-lot subdivision for the future construction of detached single-family homes. Two off-street parking spaces are required for each single-family dwelling unit. Each single-family lot will provide a minimum of two off-street parking spaces, with at least one driveway space and one garage space. Additionally, six off-street parking spaces are provided in common parking areas, meeting the requirements of CMC 17.19.040.B.10.e. Refer to the Preliminary Plans included with this application package for additional information.

Chapter 18.13 - Landscaping

(…)

18.13.020 - Scope.

A. Unless otherwise exempted, the standards of this chapter shall apply to any site to be developed. All applicable development activities shall be required to prepare a landscape plan and shall be required to meet the minimum tree density herein created.

B. The standards of this chapter shall apply to the following:

1. Commercial, industrial, governmental uses, and land divisions;
2. Redevelopment including change of use when Site Plan Review is applicable (refer to Chapter 18.18 Site Plan Review);
3. Parking lots with greater than four spaces;
4. Development that is subject to Design Review (refer to Chapter 18.19 Design Review);
5. Undeveloped property converting to an allowed use in the zone (e.g. infill lots); and
6. Conditional uses. The standards for landscaping will be the same as the landscaping standards in commercial zones if conditional use will occur in a residential zone.

(…)

Response: This project is for a Type III Subdivision for the creation of 32 detached single-family residential lots; therefore, the requirements of this chapter apply.

18.13.040 - Procedure for landscape, tree and vegetation plans.

A. Applicants shall submit a detailed Landscape, Tree and Vegetation Plan with building and site improvement plans. Included in the plans (at a minimum) shall be type, size, and location of plants and materials.

Response: A tree survey was completed by AKS and is included in the Preliminary Tree Preservation and Removal Plans. A Preliminary Landscape Plan is also included in the Preliminary Plans. Proposed plant type, size, and location are included in those plans. Refer to the Tree Report and Preliminary Plans included with this application package for additional information.

B. A tree survey must be included for any applicable development proposing to remove trees.

Response: A tree survey has been prepared by a certified arborist with AKS and is included with this application package.

18.13.045 - Tree survey.

A. The applicant must submit a tree survey that is prepared by a certified arborist or professional forester.

Response: A tree survey has been prepared by a certified arborist with AKS and is included with this application package

B. A tree survey must contain the following:

1. Inventory.

a. Map of the site, with tree locations numbered

b. Include all significant trees that will be impacted by the proposed development, which may include trees off-site if canopies overhang the subject property. Open space tracts to be set aside for conservation purposes do not need to be included in survey.

c. Provide the common and scientific name of inventoried trees.

Response: A tree inventory showing significant trees with location numbers has been completed by AKS and is shown on the Preliminary Tree Preservation and Removal Plans. Trees that will be protected and impacted with the project are identified on the plans. Refer to the Preliminary Plans included with this application package for additional information.

2. Assessment.

a. Size. Measure and provide the diameter at breast height (DBH).

b. Tree protection zone. (Refer to CMC 18.03.050 Environmental Definitions)

c. Tree health. An overall assessment of the trees structural stability and failure potential based on specific structural features (e.g. decay, conks, co-dominate trunks, abnormal lean) and rated as good, fair or poor.

d. Recommendation for preservation or removal. The recommendation will consider proposed grading, trenching, paving, fencing and other construction plans.

e. If hazardous, then an evaluation of hazardous trees will include a numerical value of hazard based on the following: failure potential; size of part most likely to fail; and distance to target (e.g. new residence).

Response: A tree report and Preliminary Tree Preservation and Removal Plans have been completed by an arborist with AKS. The report and plans include the information noted above. Refer to Preliminary Plans included with this application package for additional information.

18.13.050 - Standards for landscape, tree and vegetation plans.

(…)

B. Landscaping and trees shall be selected and located to deter sound, filter air contaminants, curtail erosion, minimize stormwater run-off, contribute to living privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character.

Response: Street trees will be planted along all public streets within the subdivision. Landscaping will also be provided on the individual lots by the future homeowners, within the on-site open space tracts and as landscape buffers around the stormwater facility. Street trees, shrubs, and ground covers have been selected by a licensed landscape architect and have been selected to meet the standards of this section. Refer to the Preliminary Plans included with this application package for additional information.

C. Landscape, Tree and Vegetation Plan must include a combination of trees, shrubs, and ground cover to achieve the purposes of this chapter.

1. Required landscaping shall be comprised of a minimum of sixty percent native vegetation (or adapted to northwest climate), or drought-tolerant vegetation, and fifty percent evergreen.

2. Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of two inches, be equivalent to a fifteen- gallon container size, and be adequately staked for planting.

3. Evergreen trees shall be a minimum of five feet in height, fully branched, and adequately staked for planting.

Response: All landscaping plants planned for use in this project are either native or adapted to the northwest climate. All plant materials will meet the requirements of this section. Refer to the Preliminary Plans included with this application package for additional information.

D. Street trees will be required as part of the frontage improvements. Species, size and spacing of the trees must be consistent with the Design Standards Manual. Unless otherwise specified, trees must generally be spaced thirty feet apart. Substitute varieties are subject to approval by the City of Camas.

Response: Street trees are planned along all public streets within the project. Trees are designed to be spaced a minimum of 30 feet on-center where feasible. Due to driveways and utilities, there are areas where street trees cannot be installed at 30 feet on-center; however, one street tree is provided per single-family residential lot. Refer to the Preliminary Plans included with this application package for additional information.

E. Proposed vegetation cannot be an invasive species as listed within the most current edition of the Clark County Noxious Weed List (e.g. English Ivy cultivars).

Response: None of the planned vegetation for the project is an invasive species. Refer to the Preliminary Plans included with this application package for additional information.

F. Shrubs shall be a minimum of five-gallon pot size. Upright shrubs shall have a minimum height at planting of eighteen inches. Spreading shrubs at planting shall have a minimum width of eighteen inches (smaller shrub sizes may be approved where it is more appropriate within a particular landscape plan).

Response: All planned plant materials and planting sizes are shown on the Preliminary Plans included in the application package. Planting size is selected to provide the best opportunity for plant survival and integration into the overall site. Refer to the Preliminary Plans included with this application package for additional information.

G. Ground Cover, defined as living material and not including bark chips or other mulch, shall be from containers of one gallon or larger. Plants shall be planted and spaced in a triangular pattern which will result in eighty percent cover in three years. Lawn cannot be the primary ground cover within required landscape buffers unless approved for stormwater conveyance. Grass species, if used as ground cover, shall be native or drought-tolerant, and appropriate for the use of the area.

Response: All planned plant materials and planting sizes are shown on the Preliminary Plans included in the application package. Planting size is selected to provide the best opportunity for plant survival and integration into the overall site. Refer to the Preliminary Plans included with this application package for additional information.

H. Appropriate measures shall be taken, e.g., installation of irrigation system, to assure landscaping success. If plantings fail to survive, it is the responsibility of the property owner to replace them.

Response: Landscaped areas will be irrigated with an automatic irrigation system or adequate manual irrigation systems. All irrigation in common landscaped areas will be installed with the landscaping at the time of neighborhood construction and maintained by the HOA. All irrigation in planting strips adjacent to private lots will be installed with the home construction on that lot and be maintained by the property owner. All irrigation will be design-build by a landscape contractor.

I. Required trees, as they grow, shall be pruned in accordance with the International Society of Arboriculture. The pruned tree will provide at least ten feet of clearance above sidewalks and fourteen feet above street roadway surfaces.

Response: All trees will be pruned to the appropriate height per this section.

J. Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the city.

Response: No existing trees will be used as street trees; therefore, this standard does not apply.

K. Vision clearance hazards shall be prohibited.

Response: No vision clearance hazards will be created with the planned landscape. Vision clearance triangles are depicted on the Preliminary Plans included with this application package.

18.13.051 - Minimum tree density requirement.

A. Tree Density. A minimum tree density per net acre is required and must be incorporated within the overall landscape plan. The tree density may consist of existing trees, replacement trees or a combination of existing and replacement trees, pursuant to the priority established in Section 18.13.052.

18.13.051 Table 1: Required Tree Density		
Proposed Activity	Required Minimum Tree Density per Net Acre	Required Tree Replacement
New Development	20 Tree Units	20 Tree Units per acre
Residential	20 Tree Units	20 Tree Units per acre

B. Tree Density Calculation. Specific instructions on how to perform tree density calculations are provided in the Design Standards Manual. "Tree Unit" is a unit of measurement based upon the size of the diameter of the tree measured at the breast height ("dbh"). New trees are given a value of one (1) Tree Unit, as they must be a minimum of 2" dbh when planted. Tree Unit values are summarized in the following Table:

(…)

Response: The gross area for the site is ±6.98 acres. 0.60 acres of open space area is planned with this project, and ±0.03 acres of the site is existing right-of-way; therefore, the net area of the site is ±6.35 acres. Twenty tree units are required per net acre; therefore, 127 tree units are required (±6.35 acres x 20 trees units per acre). A total of 127 tree units are planned with this project. The total tree units includes 3 existing trees, totaling 11 tree units, and 116 proposed trees, totaling 116 tree units. Refer to the Preliminary Plans and Tree Report included with this application for additional information.

18.13.055 - Landscape buffering standards.

A. Landscape buffers shall be in compliance with the below referenced table:

Table 1—Landscape Buffers								
Abutting Zone ▶	Residential		Commercial		Business Park		Industrial	
Uses on Site ▼	Not Separated by a Street	Separated by a Street	Not Separated by a Street	Separated by a Street	Not Separated by a Street	Separated by a Street	Not Separated by a Street	Separated by a Street
Multifamily Residential	5' L1	5' L1	10' L3	10' L2	10' L2	10' L2	10' L2 w/F2 Fence	10' L3
Commercial	10' L3	5' L2	5' L1	5' L2	5' L2	5' L2	10' L3	10' L2
Industrial	10' L2 w/F2 Fence	10' L2	10' L3	L2	10' L3	5' L2	5' L2	5' L1

(…)

Response: The subject site is zoned for single-family residential development. All planned lots in the subdivision have been designed as single-family residential lots. Single-family residential development is not required to provide landscape buffers. Refer to the Preliminary Plans included with this application package for additional information.

18.13.060 - Parking areas.

A. Parking areas are to be landscaped at all perimeters.

Response: Two parking areas are planned with this project. One of the parking areas is planned in Tract A, and the other is planned in Tract F.

Per the City of Camas 2022 PROS Comprehensive Plan, a segment of the T-27 trail is required on-site. To accommodate the T-27 trail segment, an on-site trail is planned in Tract A. The trail will vary between 6 and 10 feet wide and will be paved. Three parking stalls are planned in Tract A. Each stall is 9 feet wide and 18 feet deep. Tract A is approximately 35 feet wide at its widest. The three parking stalls with curb are ±28 feet wide, and the trail with conveyance ditch on one side is ±7 feet wide. The total width of the trail with conveyance ditch and parking stalls is ±35 feet wide, leaving no room for screening on either side of the parking area. Landscaping will be provided on the north side of the parking area.

The parking area in Tract F will utilize the required 10-foot-wide L2 landscape buffer around the stormwater facility for screening. Refer to the Preliminary Plans included with this application package for additional information.

B. All parking areas shall provide interior landscaping for shade and visual relief.

Response: Each of the planned parking areas contains three parking spaces; therefore, no interior landscaping is proposed with this project. Trees are planned along the north side of the parking area in Tract A and around the perimeter of the stormwater facility in Tract D.

The parking area in Tract F will utilize the planned trees around the stormwater facility. The proposed trees are being installed to provide shade and visual relief for the parking areas. Refer to the Preliminary Plans included with this application package for additional information.

C. Parking lots shall include a minimum ratio of one tree per six parking spaces.

Response: Six total off-street parking spaces are planned in common area tracts. Each planned parking area only contains three parking spaces; therefore, no trees are required for the planned parking areas. However, trees are planned along the north side of the parking area in Tract A and along the perimeter of the stormwater facility in Tract D. The parking area in Tract F will utilize the planned trees around the stormwater facility. Four trees are planned for the six total parking spaces. Refer to the Preliminary Plans included with this application package for additional information.

D. Planter strips (medians) and tree wells shall be used within parking areas and around the perimeter to accommodate trees, shrubs and groundcover.

Response: Planter strips will be installed around the perimeter of the planned parking areas where feasible. Landscaping will be installed in the perimeter planter strips. No interior parking area landscaping is planned with this project. Refer to the Preliminary Plans included with this application package for additional information.

E. Planter areas for trees must provide a minimum of five hundred cubic feet of soil, and shall provide eight-foot by eight-foot minimum of clear planting space. For other vegetative buffer areas a minimum of a five foot clear width must be provided.

Response: Each of the planned parking areas contains three parking spaces; therefore, no trees are required for the planned parking areas. However, trees are planned along the north side of the parking area in Tract A and along the perimeter of the stormwater facility in Tract D. The parking area in Tract F will utilize the planned trees around the stormwater facility. Each planter area will provide a minimum 8-foot by 8-foot planting space for the proposed trees. Refer to the Preliminary Plans included with this application package for additional information.

F. Wheel stops should be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.

Response: Curbs are proposed adjacent to planting areas to prevent vehicles from overhanging and damaging the plant material. Refer to the Preliminary Plans included with this application package for additional information.

G. Curbed planting areas shall be provided at the end of each parking aisle to protect parked vehicles.

Response: Two parking areas are planned with this project. One of the parking areas is planned in Tract A, and the other is planned in Tract F.

Per the City of Camas 2022 PROS Comprehensive Plan, a segment of the T-27 trail is required on-site. To accommodate the T-27 trail segment, an on-site trail is planned in Tract A. The trail will vary between 6 and 10 feet wide and will be paved. Three parking stalls are planned in Tract A. Each stall is 9 feet wide and 18 feet deep. Tract A is

approximately 35 feet wide at its widest. The three parking stalls with curb are ±28 feet wide, and the trail with conveyance ditch on one side is ±7 feet wide. The total width of the trail with conveyance ditch and parking stalls is ±35 feet wide, leaving no room for screening on either side of the parking area; therefore, curbed planters cannot be provided at either end of the parking are in Tract A.

The parking area in Tract F will utilize the required 10-foot-wide L2 landscape buffer around the stormwater facility for screening. The north end of the parking area in Tract F will be curbed with a landscaped area, planter strip, and sidewalk abutting the end of the parking area. The south end of the parking area in Tract F will be curbed with a landscaped area abutting the parking area. Refer to the Preliminary Plans included with this application package for additional information.

H. No more than fifteen parking spaces shall be located in a row without a landscaped divider strip (See Figure 18.13.060-1).

Response: No more than three parking stalls are planned in a single row. Refer to the Preliminary Plans included with this application package for additional information.

Chapter 18.15 - Signs

Response: No signs are planned with this application. Any future sign will receive a sign permit prior to installation to ensure the sign meets the requirements of this chapter.

Chapter 18.17 - Supplemental Development Standards

(…)

18.17.030 - Corner lot vision clearance area.

Response: All corner lots will maintain a vision clearance area. No vehicle, fence, wall, landscaping, or other obstruction or planting will impede vision between a height of 42 inches and 10 feet above the sidewalk or 12 feet above the street. Refer to the Preliminary Plans included with this application package for additional information.

18.17.050 - Fences and walls.

Response: All future fences for the residential lots will not exceed 7 feet in height; therefore, permits will not be required for fences. Refer to the Preliminary Plans included with this application package for additional information.

18.17.060 - Retaining walls.

Response: Retaining walls are planned with this project. Wall location and planned height are depicted on the Preliminary Plans. No walls will be greater than six feet tall. Refer to the Preliminary Plans included with this application package for additional information.

IV. Conclusion

The Applicant is proposing a 32-lot single-family subdivision meeting the requirements of the City of Camas R-6 zoning district and other applicable portions of the City of Camas Municipal Code.

The submittal requirements have been met and the required findings made for all applicable approval criteria. These findings serve as the basis for the City to approve the application and are supported by

substantial evidence in the application materials. Therefore, the Applicant respectfully requests approval of the proposed project (Uhacz Subdivision).

3. Preliminary Plans

4. Geotechnical Soil Analysis Report

5. Preliminary Stormwater Technical Information Report (TIR)

6. Transportation Impact Study

7. SEPA Checklist

8. Title Report

9. DAHP Submittal Email

10. Tree Report

11. Mailing Labels

COMMUNITY DEVELOPMENT DEPARTMENT
616 NE 4th Avenue
Camas, WA 98607
www.ci.camas.wa.us

April 8, 2026

AKS Engineering & Forestry LLC
9600 NE 126th Ave Suite 2520
Vancouver, WA 98682

RE: Uhacz Subdivision (SUB26-1011) Application Completeness Review

Dear AKS Engineering & Forestry LLC,

Thank you for your application submittal for the Uhacz Subdivision. There are items that need to be addressed with your application. The purpose of this letter is to inform you that the above application submitted on 3/13/2026 has been deemed incomplete in accordance with Camas Municipal Code (CMC) Section 18.55.130. You have 180 days from the date of application to submit the missing information pursuant to CMC 18.55.130.C. If the below requested information is submitted, staff will again verify whether the application is complete.

Items necessary for completeness:

- A copy of the Archaeological Predetermination Report. Only the proof of mailing to tribes was submitted.
- CMC 17.11.030.6.d: Names, locations, widths and dimensions of existing and proposed public street rights-of-way and easements and private access easements, parks and other open spaces, reservations and utilities.
    - Narrative states that no half street improvements are required for Woodburn Drive, but preliminary circulation plan shows half street improvements called out.
    - The narrative and preliminary street plans are to be revised, with narrative stating that half street improvements are required and preliminary street plans showing widths of proposed half street improvements along Woodburn Drive.
- CMC 17.11.030.6.e: Location of sidewalks, street lighting and street trees.
    - Show location of required pedestrian access between proposed NE 275th Avenue and Woodburn Drive.
- CMC 17.11.030.6.j: Location, dimension and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements.
    - Utility easement in tract D is to be shown in a separate tract as mentioned in the pre-app notes.

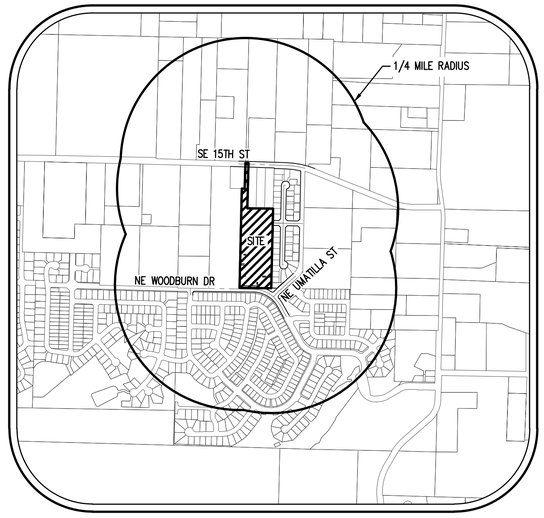
If you have any questions, please contact me at mcoulter@cityofcamas.us

Respectfully,

Madeline Coulter

Madeline Coulter, AICP
Planner

UHACZ SUBDIVISION



VICINITY MAP

N.T.S.

LEGEND

	EXISTING	PROPOSED		EXISTING	PROPOSED
DECIDUOUS TREE			STORM DRAIN CLEAN OUT		
CONIFEROUS TREE			STORM DRAIN CATCH BASIN		
			STORM DRAIN AREA DRAIN		
FIRE HYDRANT			STORM DRAIN MANHOLE		
WATER BLOWOFF			GAS METER		
WATER METER			GAS VALVE		
WATER VALVE			GUY WIRE ANCHOR		
DOUBLE CHECK VALVE			UTILITY POLE		
AIR RELEASE VALVE			POWER VAULT	P	P
SANITARY SEWER CLEAN OUT			POWER JUNCTION BOX		
SANITARY SEWER MANHOLE			POWER PEDESTAL		
SIGN			COMMUNICATIONS VAULT	C	C
STREET LIGHT			COMMUNICATIONS JUNCTION BOX		
MAILBOX	MB	MB	COMMUNICATIONS RISER		

	EXISTING	PROPOSED
RIGHT-OF-WAY LINE		
BOUNDARY LINE		
PROPERTY LINE		
CENTERLINE		
DITCH		
CURB		
EDGE OF PAVEMENT		
EASEMENT		
FENCE LINE		
GRAVEL EDGE		
POWER LINE	PWR	PWR
OVERHEAD WIRE	OHW	OHW
COMMUNICATIONS LINE	COM	COM
FIBER OPTIC LINE	CFO	CFO
GAS LINE	GAS	GAS
STORM DRAIN LINE	STM	STM
SANITARY SEWER LINE	SAN	SAN
WATER LINE	WAT	WAT
RECLAIMED WATER LINE	NPWAT	NPWAT

LAND USE PLANS



SITE MAP

1" = 120'

SHEET INDEX

P1.0	COVER SHEET
P2.0	EXISTING CONDITIONS
P2.1	EXISTING CONDITIONS
P3.0	PRELIMINARY PLAT OVERVIEW
P3.1	PRELIMINARY PLAT
P3.2	PRELIMINARY PLAT
P4.0	PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN
P4.1	PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN
P4.2	PRELIMINARY TREE INVENTORY
P5.0	PRELIMINARY DEMOLITION PLAN
P5.1	PRELIMINARY DEMOLITION PLAN
P6.0	PRELIMINARY GRADING AND ESC PLAN
P6.1	PRELIMINARY GRADING AND ESC PLAN
P7.0	PRELIMINARY STREET PLAN
P7.1	PRELIMINARY STREET DETAILS
P8.0	PRELIMINARY COMPOSITE UTILITY PLAN
P8.1	PRELIMINARY COMPOSITE UTILITY PLAN
P9.0	PRELIMINARY STORMWATER PLAN
P9.1	PRELIMINARY STORMWATER PLAN
P10.0	PRELIMINARY LANDSCAPE PLAN
P10.1	PRELIMINARY LANDSCAPE PLAN
P11.0	PRELIMINARY CIRCULATION PLAN
P12.0	PRELIMINARY STREET LIGHTING PLAN

Know what's below. Call before you dig.

APPLICANT/ CONTRACT PURCHASER

ROMANO CAPITAL, INC
CONTACT: STACEY SHIELDS
4660 NE 77TH AVE, SUITE 200
VANCOUVER, WA 98662
PH: (360) 904-4759
EMAIL: STACEY@ROMANOFINANCIAL.COM

CONTACT

AKS ENGINEERING & FORESTRY, LLC.
CONTACT: MICHAEL ANDREOTTI
9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
PH: 360-882-0419
E-MAIL: ANDREOTTIM@AKS-ENG.COM

PROPERTY DESCRIPTION

LOCATED IN THE SOUTHWEST 1/4 OF SECTION 36, TOWNSHIP 2 NORTH, RANGE 3 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON. PROPERTY SERIAL NO. 178413-000.

PROPERTY LOCATION

27429 SE 15TH ST, CAMAS, WA 98607

EXISTING LAND USE

EXISTING SINGLE FAMILY RESIDENCE, ZONED SINGLE FAMILY RESIDENTIAL (R-6)

PROJECT PURPOSE

SUBDIVISION INCLUDING 32 SINGLE-FAMILY RESIDENTIAL LOTS AND ASSOCIATED SITE IMPROVEMENTS.

SITE AREA

SITE AREA: ±6.98 AC (±303,955 SF)

VERTICAL DATUM

ELEVATIONS ARE BASED ON CLARK COUNTY BENCHMARK "LACAMAS-16", LOCATED AT THE NW QUADRANT OF THE INTERSECTION OF 23RD AVENUE AND EVERETT. ELEVATION = 213.07 FEET (NGVD29-47)

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
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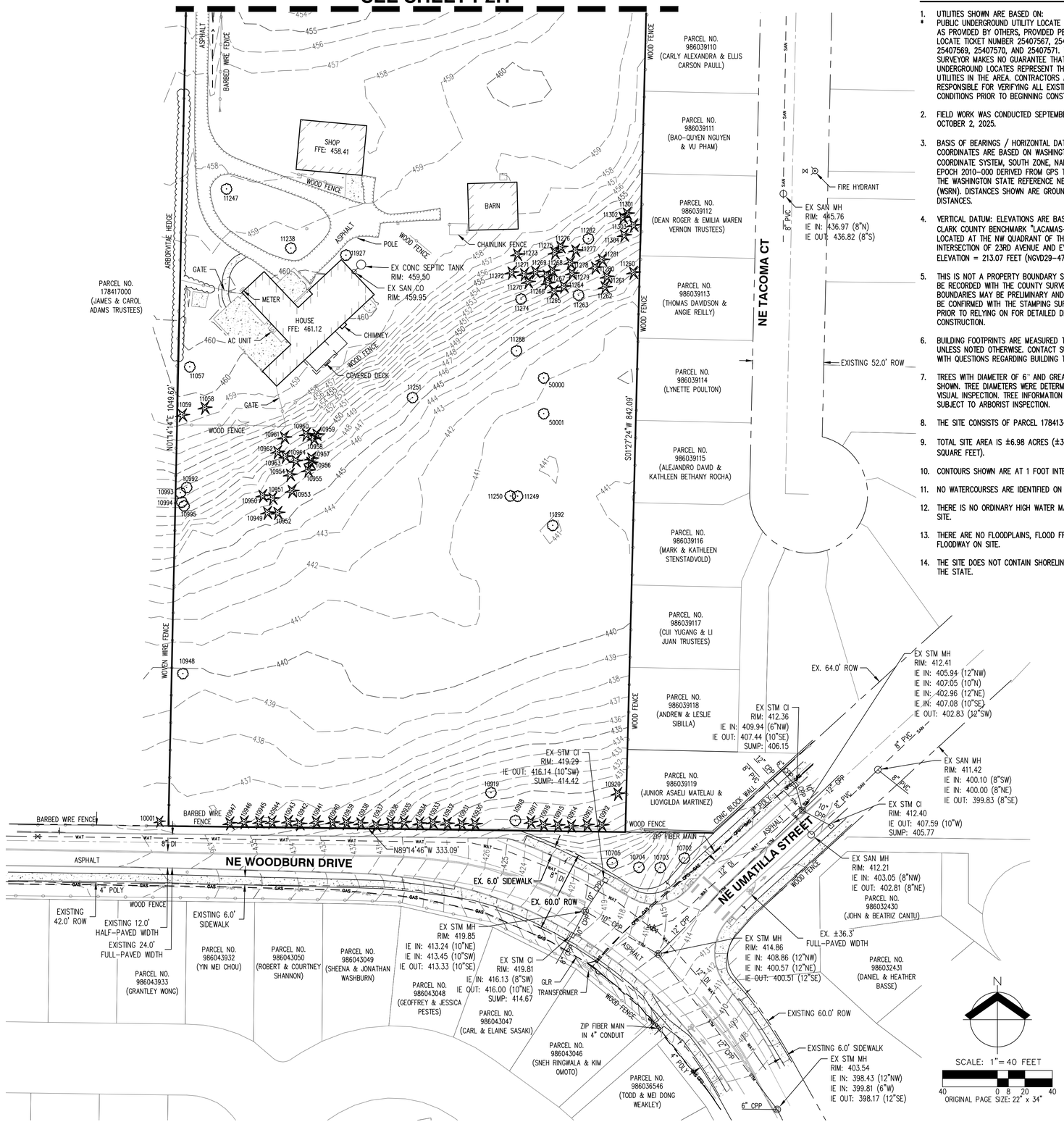
COVER SHEET
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON



JOB NUMBER:	12533
DATE:	4/14/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

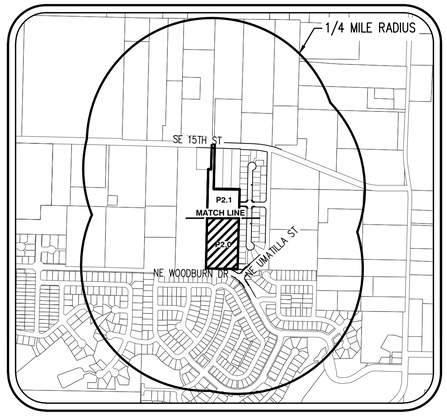
P1.0

AKS DRAWING FILE: 12533 P1 COVER.DWG | LAYOUT: P1.0



EXISTING LAND USE NOTES:

1. UTILITIES SHOWN ARE BASED ON:
* PUBLIC UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 25407567, 25407568, 25407569, 25407570, AND 25407571. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
2. FIELD WORK WAS CONDUCTED SEPTEMBER 22 – OCTOBER 2, 2025.
3. BASIS OF BEARINGS / HORIZONTAL DATUM: COORDINATES ARE BASED ON WASHINGTON COORDINATE SYSTEM, SOUTH ZONE, NAD83 (2011) EPOCH 2010-000 DERIVED FROM GPS TIES FROM THE WASHINGTON STATE REFERENCE NETWORK (WSRN). DISTANCES SHOWN ARE GROUND DISTANCES.
4. VERTICAL DATUM: ELEVATIONS ARE BASED ON CLARK COUNTY BENCHMARK "LACAMAS-16", LOCATED AT THE NW QUADRANT OF THE INTERSECTION OF 23RD AVENUE AND EVERETT. ELEVATION = 213.07 FEET (NGVD29-47)
5. THIS IS NOT A PROPERTY BOUNDARY SURVEY TO BE RECORDED WITH THE COUNTY SURVEYOR. BOUNDARIES MAY BE PRELIMINARY AND SHOULD BE CONFIRMED WITH THE STAMPING SURVEYOR PRIOR TO RELYING ON FOR DETAILED DESIGN OR CONSTRUCTION.
6. BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
7. TREES WITH DIAMETER OF 6" AND GREATER ARE SHOWN. TREE DIAMETERS WERE DETERMINED BY VISUAL INSPECTION. TREE INFORMATION IS SUBJECT TO ARBORIST INSPECTION.
8. THE SITE CONSISTS OF PARCEL 178413-000.
9. TOTAL SITE AREA IS ±6.98 ACRES (±303,955 SQUARE FEET).
10. CONTOURS SHOWN ARE AT 1 FOOT INTERVALS.
11. NO WATERCOURSES ARE IDENTIFIED ON SITE.
12. THERE IS NO ORDINARY HIGH WATER MARK ON SITE.
13. THERE ARE NO FLOODPLAINS, FLOOD FRINGE, OR FLOODWAY ON SITE.
14. THE SITE DOES NOT CONTAIN SHORELINES OF THE STATE.
15. NO WATERBODIES OR WETLANDS EXIST ON SITE.
16. DEVELOPMENT ENVELOPES ARE SHOWN ON SHEETS P3.0 – P3.2.
17. NO UNSTABLE SLOPES OR LANDSLIDE HAZARD AREAS EXIST ON SITE
18. NO PRIORITY HABITAT AND SPECIES AREAS EXIST ON SITE.
19. NO SIGNIFICANT HISTORIC SITES OR RESOURCES WERE IDENTIFIED ON SITE.
20. EXISTING STRUCTURES ARE SHOWN ON THE PLANS.
21. NO EASEMENTS EXIST ON SITE.
22. CENTERLINE AND RIGHT-OF-WAY RADIUS ARE SHOWN ON THE PLANS.
23. NE UMATILLA STREET, NE WOODBURN DRIVE, SE 15TH STREET, AND NE 41ST AVENUE ARE PUBLIC WITH ASPHALT SURFACING.
24. EXISTING DRIVEWAYS AND THE DISTANCE BETWEEN DRIVEWAYS ARE SHOWN ON SHEETS P7.0.
25. PEDESTRIAN AND BICYCLE FACILITIES ARE SHOWN ON THE PLANS.
26. NO TRANSIT ROUTES EXIST WITHIN 600 FEET OF THE SITE. THE NEAREST STOP IS LOCATED ON NE 3RD AVENUE & SE CROWN ROAD ±2.0 MILES SOUTH OF THE SITE.
27. THE NEAREST FIRE HYDRANTS ARE LOCATED IN BOTH THE NORTHERN AND SOUTHERN PORTIONS OF NE TACOMA COURT. BOTH ARE ±330 FEET FROM THE SITE.
28. ACCORDING TO CLARK COUNTY GIS, NO WELLS EXIST ON SITE.
29. A SEPTIC SYSTEM EXISTS ON SITE, THE LOCATION IS SHOWN ON THE PLANS. ACCORDING TO CLARK COUNTY GIS, PARCELS 178417-000, 178407-000, 178427-000, 178426-000, AND 178425-000 HAVE EXISTING SEPTIC SYSTEMS.
30. SEE SHEET P4.0 – P4.2 FOR TREE PRESERVATION AND REMOVAL PLAN.



VICINITY MAP

N.T.S.

N

LEGEND

EXISTING GROUND CONTOUR (1 FT) ——249——

EXISTING GROUND CONTOUR (5 FT) ——250——

TREE TABLE		
TREE NUMBER	TYPE	DBH (IN.)
10001	CONIFEROUS	35
10702	DECIDUOUS	5
10703	DECIDUOUS	6
10704	DECIDUOUS	5
10705	DECIDUOUS	4
10912	CONIFEROUS	7, 9
10913	CONIFEROUS	8, 12
10914	CONIFEROUS	8, 8, 9, 9
10915	CONIFEROUS	14
10916	CONIFEROUS	12
10917	CONIFEROUS	14
10918	DECIDUOUS	9
10919	DECIDUOUS	6, 6, 6, 6, 6
10920	CONIFEROUS	14
10930	CONIFEROUS	14
10931	CONIFEROUS	6, 6, 8
10932	CONIFEROUS	6, 9, 10
10933	CONIFEROUS	6, 11
10934	CONIFEROUS	10
10935	CONIFEROUS	8, 10
10936	CONIFEROUS	12
10937	CONIFEROUS	10
10938	CONIFEROUS	6, 6, 6, 7
10939	CONIFEROUS	6, 8
10940	CONIFEROUS	6, 6, 8
10941	CONIFEROUS	6, 7, 14
10942	CONIFEROUS	7, 9
10943	CONIFEROUS	6, 8, 14
10944	CONIFEROUS	10
10945	CONIFEROUS	9, 9
10946	CONIFEROUS	6, 9

TREE TABLE		
TREE NUMBER	TYPE	DBH (IN.)
10947	CONIFEROUS	11
10948	DECIDUOUS	6, 6, 7
10949	CONIFEROUS	33
10950	CONIFEROUS	29
10951	CONIFEROUS	13
10952	CONIFEROUS	29
10953	CONIFEROUS	27
10954	CONIFEROUS	28
10955	CONIFEROUS	18
10956	CONIFEROUS	8
10957	CONIFEROUS	18
10958	CONIFEROUS	32
10959	CONIFEROUS	21
10960	CONIFEROUS	25
10961	CONIFEROUS	28
10962	CONIFEROUS	30
10963	CONIFEROUS	14
10964	CONIFEROUS	14
10992	DECIDUOUS	6, 6
10993	DECIDUOUS	6, 7
10994	DECIDUOUS	7, 7, 8
10995	DECIDUOUS	6, 6
11057	DECIDUOUS	6, 8, 8
11058	CONIFEROUS	7
11059	CONIFEROUS	6
11238	DECIDUOUS	10, 10
11247	DECIDUOUS	10, 14
11249	DECIDUOUS	6, 8
11250	DECIDUOUS	10, 12, 18
11251	DECIDUOUS	6, 10, 12
11260	CONIFEROUS	20

TREE TABLE		
TREE NUMBER	TYPE	DBH (IN.)
11261	CONIFEROUS	21
11262	CONIFEROUS	22
11263	DECIDUOUS	8, 8, 10
11264	CONIFEROUS	21
11265	CONIFEROUS	26
11266	CONIFEROUS	8
11267	CONIFEROUS	18
11268	CONIFEROUS	16
11269	CONIFEROUS	24
11270	CONIFEROUS	18
11271	CONIFEROUS	18
11272	CONIFEROUS	38
11273	CONIFEROUS	24, 24
11274	DECIDUOUS	15
11275	CONIFEROUS	24
11276	CONIFEROUS	24
11277	CONIFEROUS	26
11278	CONIFEROUS	10
11279	CONIFEROUS	18
11280	CONIFEROUS	24
11281	CONIFEROUS	24
11282	DECIDUOUS	18
11288	DECIDUOUS	6, 8
11292	DECIDUOUS	10
11301	CONIFEROUS	40
11302	CONIFEROUS	11
11303	CONIFEROUS	26
11304	CONIFEROUS	11
11927	DECIDUOUS	6, 6

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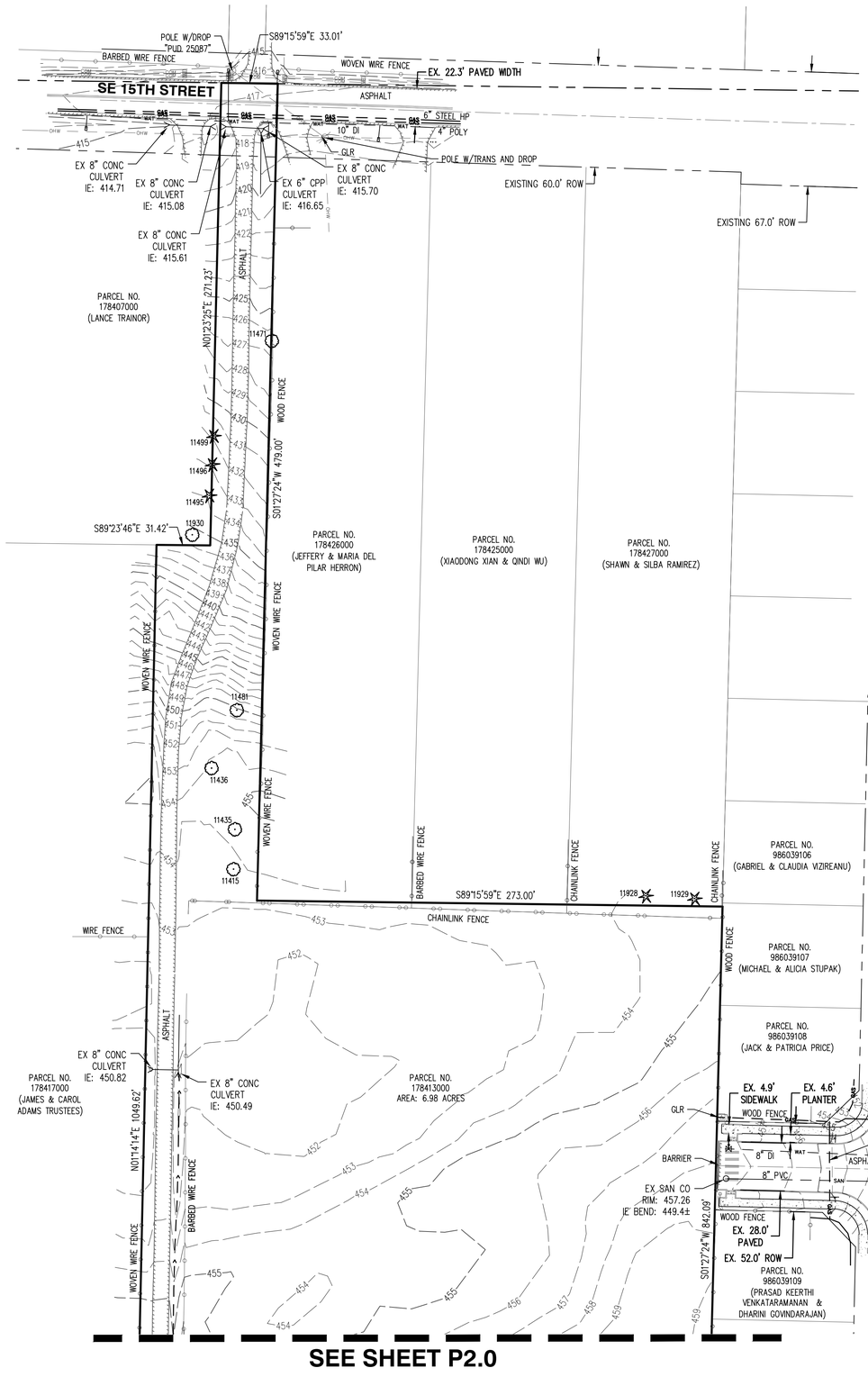
BLAKE RICHARD LANEY — STATE OF WASHINGTON — 21910 — REGISTERED PROFESSIONAL LAND SURVEYOR

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	4/14/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

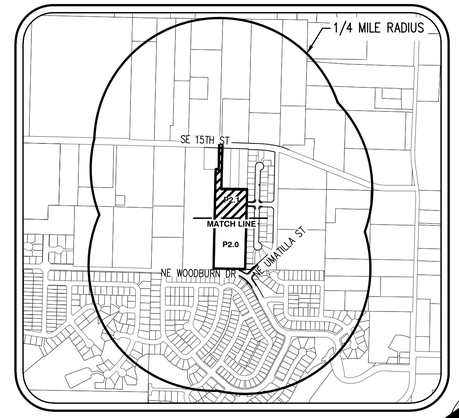
P2.0

AKS DRAWING FILE: 12533 P2 EXCOND.DWG | LAYOUT: P2.0



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VICINITY MAP
N.T.S.

LEGEND

EXISTING GROUND CONTOUR (1 FT) — — 249 — —
EXISTING GROUND CONTOUR (5 FT) — — 250 — —

TREE TABLE		
TREE NUMBER	TYPE	DBH (IN.)
11415	DECIDUOUS	13
11435	DECIDUOUS	14
11436	DECIDUOUS	6
11471	DECIDUOUS	17
11481	DECIDUOUS	6, 6
11495	CONIFEROUS	9, 12
11496	CONIFEROUS	15
11499	CONIFEROUS	12
11927	DECIDUOUS	6, 6
11928	CONIFEROUS	16
11929	CONIFEROUS	17
11930	DECIDUOUS	18

N

SCALE: 1" = 40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"

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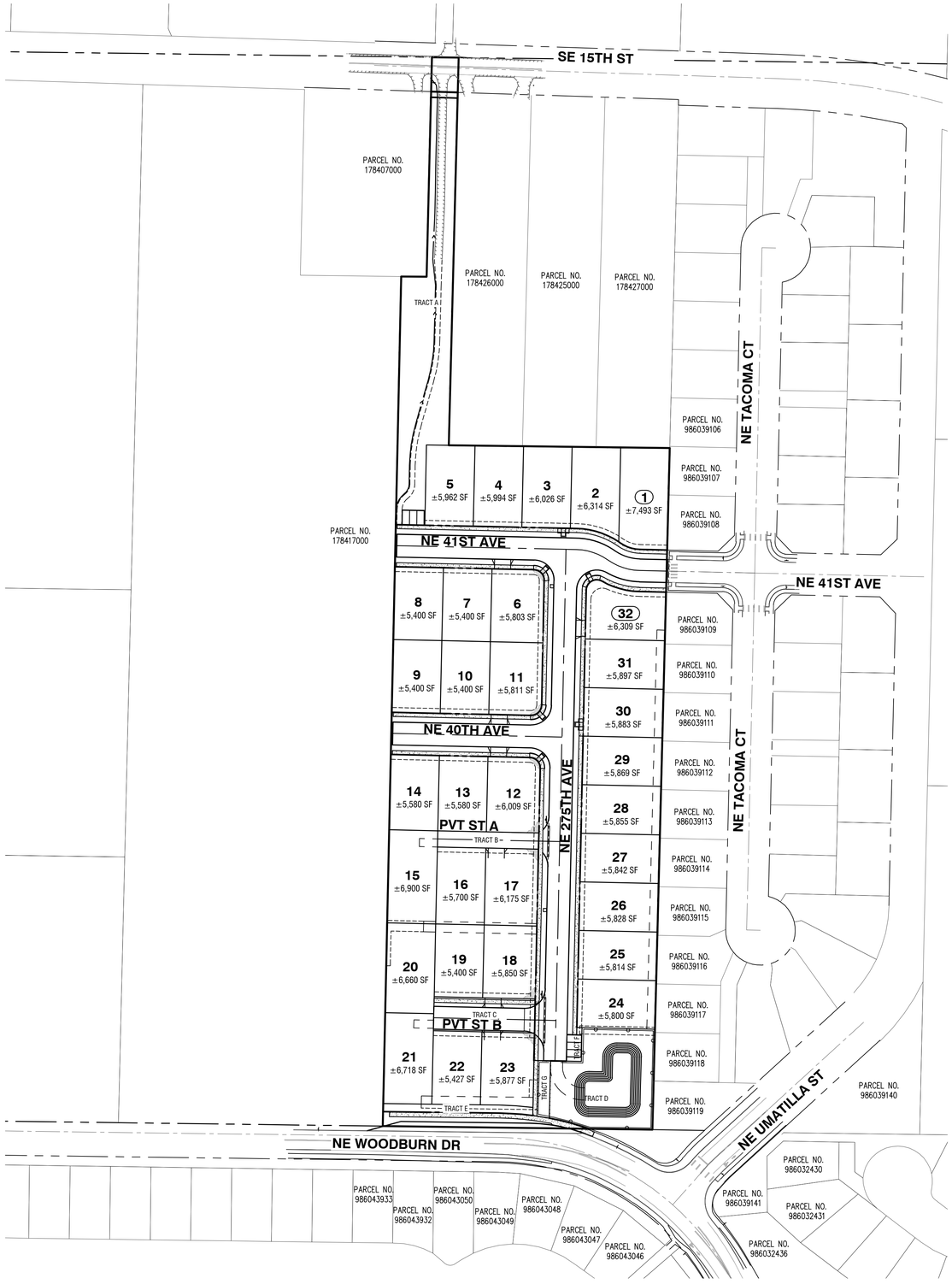
EXISTING CONDITIONS
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION
BLAD RICHARD LAY
STATE OF WASHINGTON
REGISTERED PROFESSIONAL LAND SURVEYOR

JOB NUMBER: 12533
DATE: 4/14/2026
DESIGNED BY: JTG
DRAWN BY: JLV
CHECKED BY: CJS

P2.1

AKS DRAWING FILE: 12533 P2 EXCOND.DWG | LAYOUT: P2.1



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PROPERTY LOCATION

27429 SE 15TH ST, CAMAS, WA 98607

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EXISTING SINGLE FAMILY RESIDENCE, ZONED SINGLE FAMILY RESIDENTIAL (R-6)

PROJECT PURPOSE

SUBDIVISION INCLUDING 32 SINGLE-FAMILY RESIDENTIAL LOTS AND ASSOCIATED SITE IMPROVEMENTS.

SITE AREA

SITE AREA: ±6.98 AC (±303,955 SF)

VERTICAL DATUM

ELEVATIONS ARE BASED ON CLARK COUNTY BENCHMARK "LACAMAS-16", LOCATED AT THE NW QUADRANT OF THE INTERSECTION OF 23RD AVENUE AND EVERETT. ELEVATION = 213.07 FEET (NGVD29-47)

RESIDENTIAL PARKING STATISTICS

REQUIRED PARKING:	6 SPACES (32 LOTS/5 LOTS/SPACE)
TRACT A:	3 SPACES
TRACT F:	3 SPACES
TOTAL PROPOSED:	6 SPACES

PROPOSED LAND USE NOTES:

1. TOTAL SITE AREA IS ±6.98 ACRES (±303,955 SQUARE FEET).
2. NO WETLAND, STREAM, OR STEEP BANK BUFFER AREAS, OR PROTECTED AREAS EXIST ON SITE.
3. NO PLANNED ENHANCEMENT AREAS ARE PROPOSED.
4. NO EXISTING STRUCTURES ARE PROPOSED TO REMAIN ON SITE.
5. PEDESTRIAN FACILITIES ARE SHOWN ON THE PLANS. NO TRANSIT FACILITIES ARE PROPOSED.
6. NO BICYCLE FACILITIES BEYOND THOSE LOCATED IN THE RIGHT-OF-WAY ARE PROPOSED.
7. NE 41ST AVENUE, NE 40TH AVENUE, AND NE 275TH AVENUE ARE PUBLIC WITH ASPHALT SURFACING. PRIVATE STREETS IN TRACT B AND C ARE PRIVATE WITH ASPHALT SURFACING. STREET CROSS SECTIONS ARE SHOWN ON SHEET P7.1.
8. NO ROADS ON OR WITHIN 500 FEET OF THE SITE PROPOSED TO PROVIDE SITE ACCESS ARE IN EXCESS OF 15% GRADE.
9. NE TACOMA COURT, NE UMATILLA STREET, NE WOODBURN DRIVE, SE 15TH STREET, AND NE 41ST AVENUE ARE PUBLIC WITH ASPHALT SURFACING.
10. ALL CORNER LOT DRIVEWAYS ARE SHOWN ON THE PLAN. ALL OTHER DRIVEWAYS MEET SIGHT DISTANCE STANDARDS.
11. SIGHT DISTANCE TRIANGLES ARE SHOWN ON THE PLANS.
12. ALL PROPOSED EASEMENTS ARE SHOWN ON THE PLANS.
13. SEE SHEETS P10.0 TO P10.1 FOR LANDSCAPE PLANS.
14. OFF-STREET PARKING IS SHOWN ON PLANS.
15. FINAL WALL DESIGNS TO BE PROVIDED WITH FINAL ENGINEERING. SEE SHEETS P6.0 TO P6.1 FOR APPROXIMATE WALL LOCATIONS.
16. ALL PROPOSED HOMES WILL BE CONSTRUCTED WITH FIRE SPRINKLERS.
17. ALL LOTS WILL BE SERVED WITH PUBLIC SANITARY SEWER AND WATER BY THE CITY OF CAMAS. WATER AND SEWER WILL BE EXTENDED FROM EXISTING LINES WITHIN NE WOODBURN DRIVE AND NE 41ST AVENUE.
18. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET STORMWATER & ACCESS EASEMENT TO THE CITY OF CAMAS.
19. TRACT G TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY SEWER, WATER, & ACCESS EASEMENT TO THE CITY OF CAMAS.

TRACT	PURPOSE	AREA	OWNER
TRACT A	OPEN SPACE	24,046 SF	HOA
TRACT B	PRIVATE STREET	2,500 SF	HOA
TRACT C	PRIVATE STREET	5,250 SF	HOA
TRACT D	STORMWATER FACILITY	14,000 SF	HOA
TRACT E	OPEN SPACE	1,851 SF	HOA
TRACT F	OFF-STREET PARKING	668 SF	HOA
TRACT G	UTILITY AND TRAIL TRACT	1,422 SF	HOA
TOTAL		49,737 SF	

SITE STATISTICS

GROSS AREA:	303,955 SF (6.98 AC)
OPEN SPACE:	25,897 SF (0.60 AC)
NET AREA:	276,650 SF (6.35 AC)
EXISTING ROW:	1408 SF (0.03 AC)
TOTAL ROW DEDICATION:	62,826 SF (1.44 AC)
PROPOSED AVERAGE LOT AREA:	5,937 SF

DENSITY CALCULATION

MIN DENSITY:	NOT APPLICABLE
MAX DENSITY (6.38 AC X 7.2 DU):	46 (45.94) UNITS
TOTAL PROPOSED:	32 UNITS

DEVELOPMENT STANDARDS (R-6)*

MINIMUM LOT SIZE	4,800 SF
MAXIMUM LOT SIZE	9,000 SF
MINIMUM LOT WIDTH	60 FEET
MINIMUM LOT DEPTH	80 FEET
MAXIMUM BUILDING LOT COVERAGE	40%
MAXIMUM BUILDING HEIGHT	35 FEET
MINIMUM FRONT YARD SETBACK	20 FEET
MINIMUM SIDE YARD	5 FEET
MINIMUM STREET SIDE YARD/CORNER LOT REAR	10 FEET
MINIMUM REAR YARD	25 FEET

*GARAGE SETBACK IS FIVE FEET BEHIND THE FRONT OF THE DWELLING

N

SCALE: 1" = 80 FEET

80 0 16 40 80

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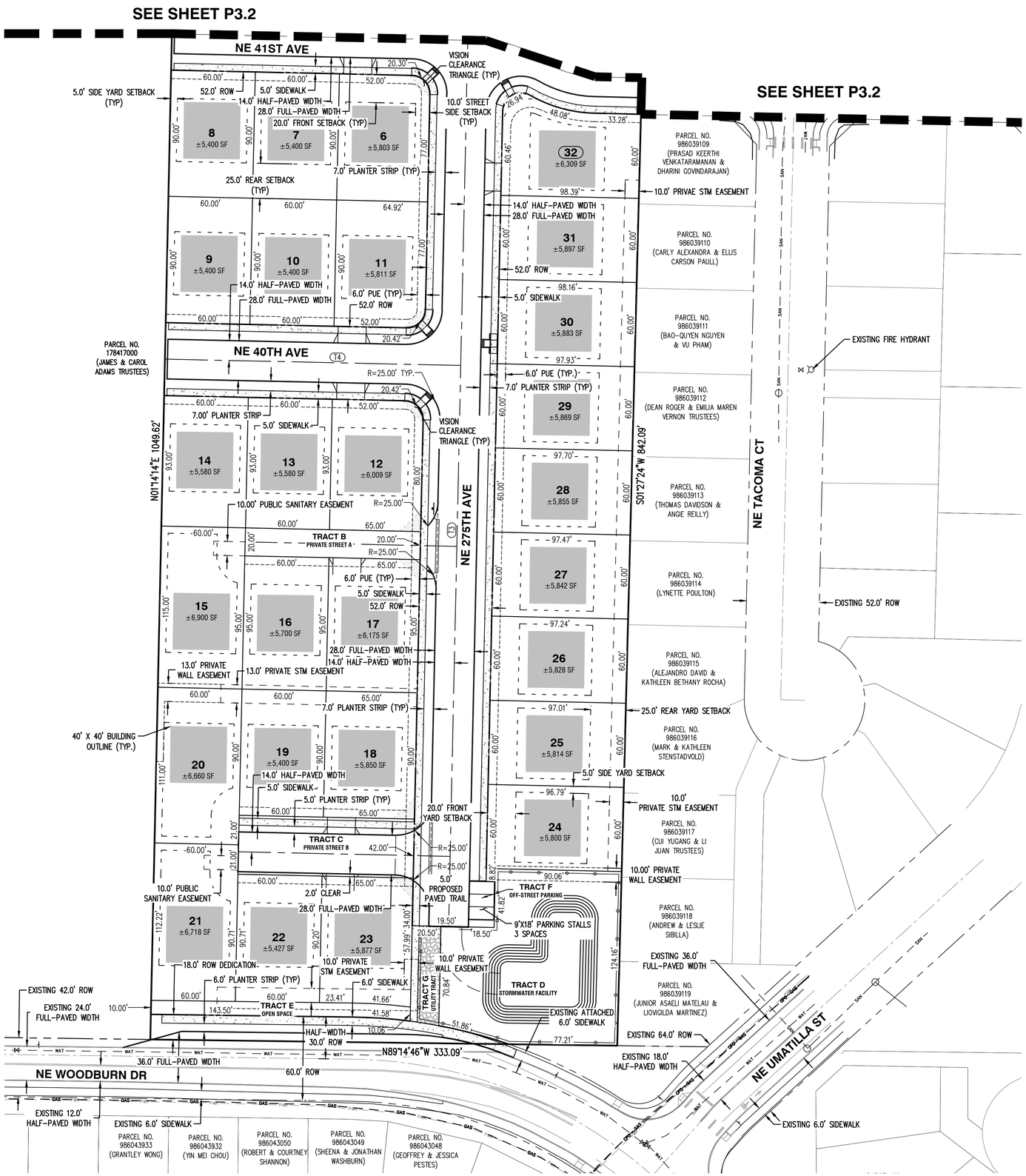
AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY PLAT OVERVIEW
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

JOB NUMBER:	12533
DATE:	4/14/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P3.0

AKS DRAWING FILE: 12533 P3 SITE.DWG | LAYOUT: P3.0



PROPOSED LAND USE NOTES:

1. TOTAL SITE AREA IS ±6.98 ACRES (±303,955 SQUARE FEET).
2. NO WETLAND, STREAM, OR STEEP BANK BUFFER AREAS, OR PROTECTED AREAS EXIST ON SITE.
3. NO PLANNED ENHANCEMENT AREAS ARE PROPOSED.
4. NO EXISTING STRUCTURES ARE PROPOSED TO REMAIN ON SITE.
5. PEDESTRIAN FACILITIES ARE SHOWN ON THE PLANS. NO TRANSIT FACILITIES ARE PROPOSED.
6. NO BICYCLE FACILITIES BEYOND THOSE LOCATED IN THE RIGHT-OF-WAY ARE PROPOSED.
7. NE 41ST AVENUE, NE 40TH AVENUE, AND NE 275TH AVENUE ARE PUBLIC WITH ASPHALT SURFACING. PRIVATE STREETS IN TRACT B AND C ARE PRIVATE WITH ASPHALT SURFACING. STREET CROSS SECTIONS ARE SHOWN ON SHEET P7.1.
8. NO ROADS ON OR WITHIN 500 FEET OF THE SITE PROPOSED TO PROVIDE SITE ACCESS ARE IN EXCESS OF 15% GRADE.
9. NE UMATILLA STREET, NE WOODBURN DRIVE, SE 15TH STREET, AND NE 41ST AVENUE ARE PUBLIC WITH ASPHALT SURFACING.
10. ALL CORNER LOT DRIVEWAYS ARE SHOWN ON THE PLAN. ALL OTHER DRIVEWAYS MEET SIGHT DISTANCE STANDARDS.
11. SIGHT DISTANCE TRIANGLES ARE SHOWN ON THE PLANS.
12. ALL PROPOSED EASEMENTS ARE SHOWN ON THE PLANS.
13. SEE SHEETS P10.0 TO P10.1 FOR LANDSCAPE PLANS.
14. OFF-STREET PARKING IS SHOWN ON PLANS.
15. FINAL WALL DESIGNS TO BE PROVIDED WITH FINAL ENGINEERING. SEE SHEETS P6.0 TO P6.1 FOR APPROXIMATE WALL LOCATIONS.
16. ALL PROPOSED HOMES WILL BE CONSTRUCTED WITH FIRE SPRINKLERS.
17. ALL LOTS WILL BE SERVED WITH PUBLIC SANITARY SEWER AND WATER BY THE CITY OF CAMAS. WATER AND SEWER WILL BE EXTENDED FROM EXISTING LINES WITHIN NE WOODBURN DRIVE AND NE 41ST AVENUE.
18. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET STORMWATER & ACCESS EASEMENT TO THE CITY OF CAMAS.
19. TRACT G TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY SEWER, WATER, & ACCESS EASEMENT TO THE CITY OF CAMAS.

CENTERLINE TANGENT TABLE		
LINE	LENGTH	DIRECTION
T1	223.81	S88° 45' 46"E
T2	33.36	S88° 43' 01"E
T3	632.00	N01° 14' 14"E
T4	211.00	S88° 45' 46"E

CENTERLINE CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	70.00'	34°09'28"	41.73'	S71°41'02"E 41.12'
C2	70.00'	34°06'43"	41.68'	S71°39'39"E 41.06'

PARCEL AREA TABLE			
PARCEL	AREA (SF)	PURPOSE	OWNER
TRACT A	24,046	Open Space	HOA
TRACT B	2,500	Private Street	HOA
TRACT C	5,250	Private Street	HOA
TRACT D	14,000	Stormwater Facility	HOA
TRACT E	1,851	Open Space	HOA
TRACT F	668	Off-Street Parking	HOA
TRACT G	1,422	Utility Tract	HOA

THE PURPOSE OF THIS PRELIMINARY PLAT IS TO SHOW THE PROPOSED LOT DIMENSIONS AND AREAS FOR PLANNING PURPOSES. THIS IS NOT AN OFFICIAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES.

N

SCALE: 1"= 40 FEET

40 0 8 20 40

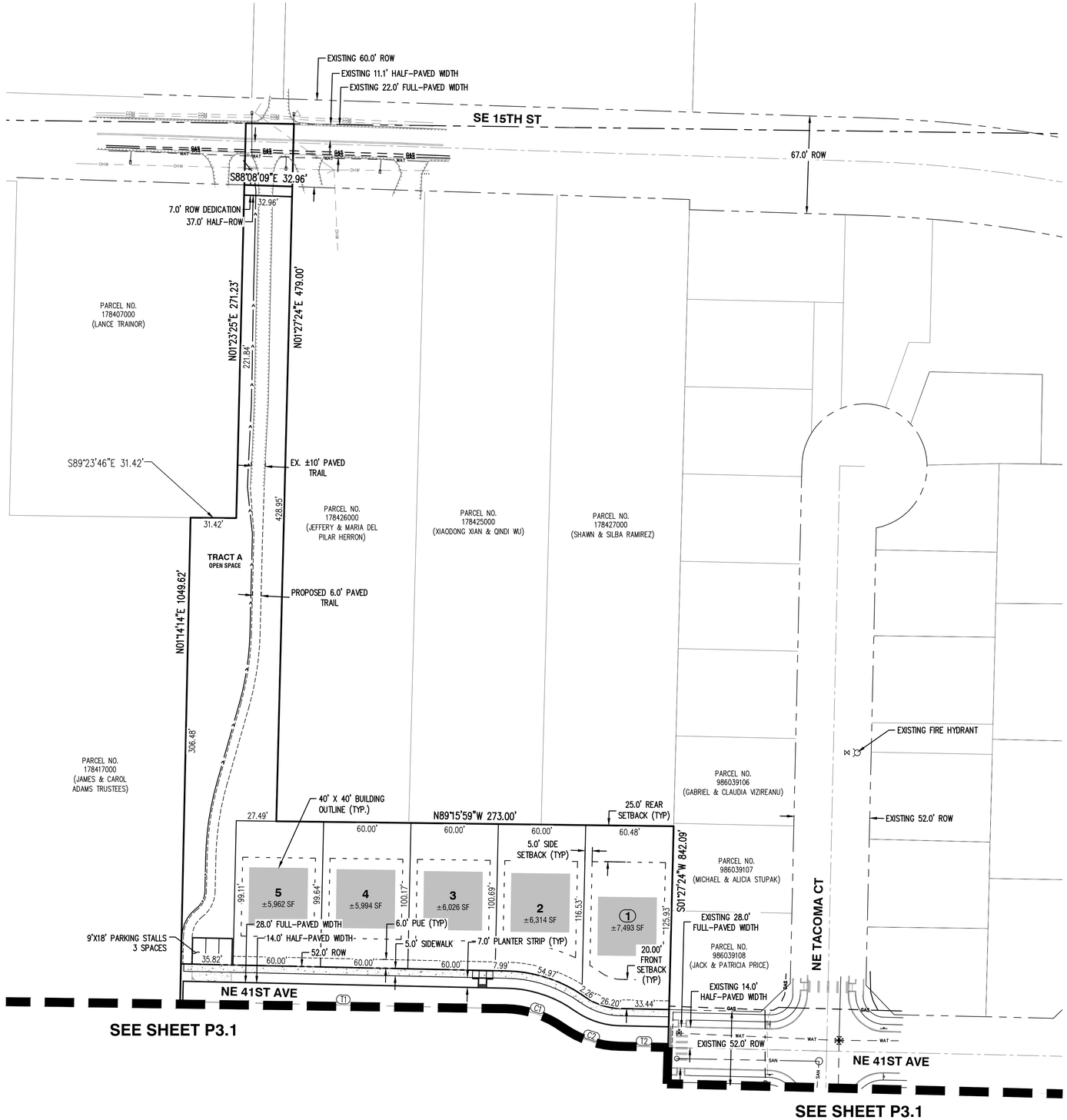
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PRELIMINARY PLAT
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

JOB NUMBER:	12533
DATE:	4/14/2026
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P3.1

AKS DRAWING FILE: 12533 P3 SITE.DWG | LAYOUT: P3.1



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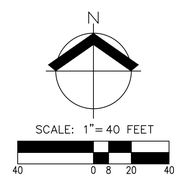
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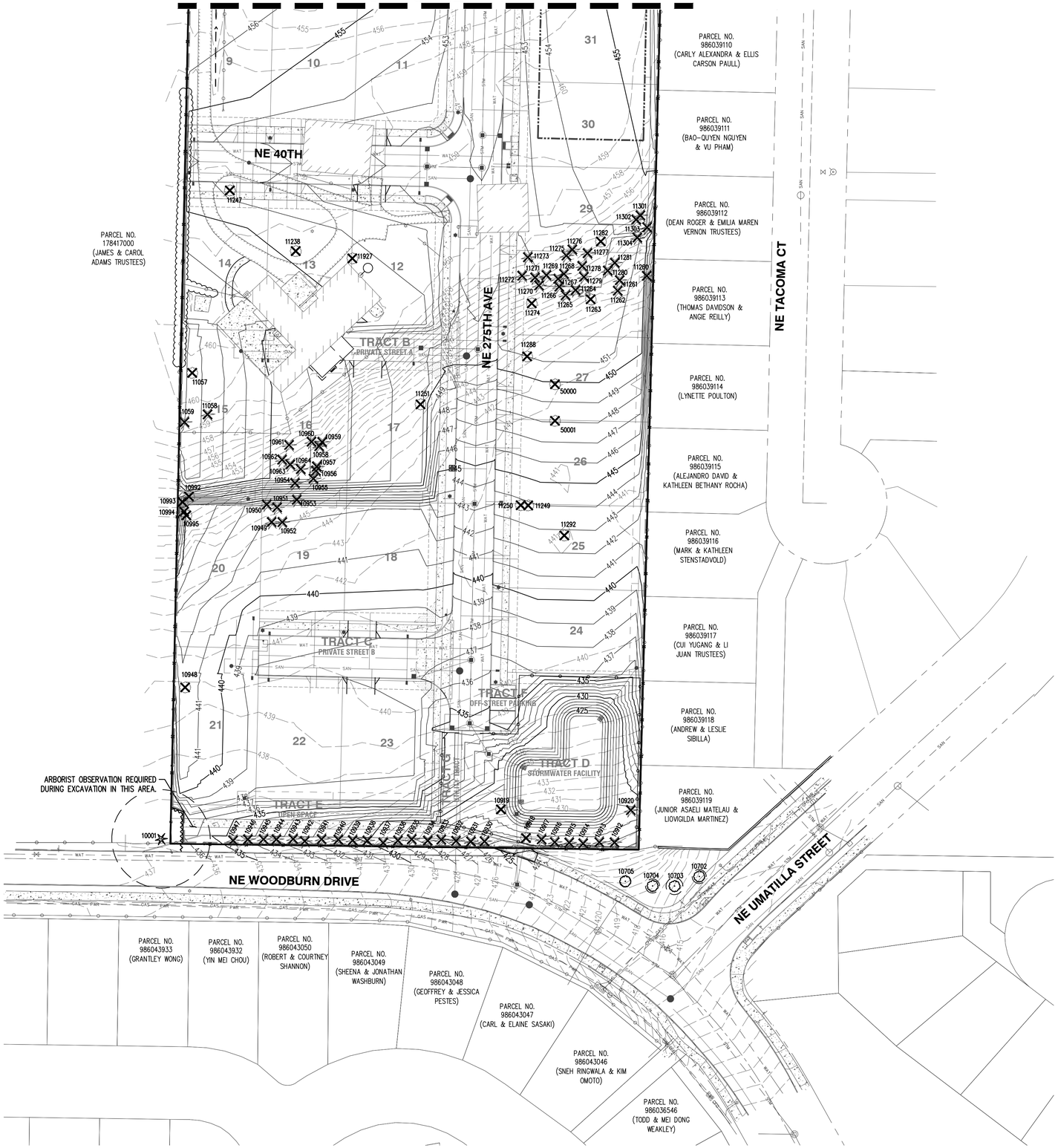
PRELIMINARY PLAT
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

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DRAWN BY:	JLV
CHECKED BY:	CJS

P3.2

AKS DRAWING FILE: 12533 P3 SITE.DWG | LAYOUT: P3.2

SEE SHEET P4.1



LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 149
- EXISTING GROUND CONTOUR (5 FT) — 150
- FINISHED GRADE CONTOUR (1 FT) — 149
- FINISHED GRADE CONTOUR (5 FT) — 150
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE
- TREE REMOVAL
- TREE PROTECTION/CONSTRUCTION FENCE (TREE PROTECTION AREA)
- SEDIMENT FENCE — x — x —
- STRAW WATTLE (TO BE USED IN LIEU OF SEDIMENT FENCE WITHIN ROOT ZONES OF TREES TO BE PRESERVED) — xxx — xxx —
- ASSUMED TREE ROOT ZONE (1-FT RADIUS PER 1-IN OF DBH)

GENERAL NOTES

1. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO DEMOLITION AND SITE GRADING ACTIVITIES. SEE DETAIL ON 4.2 SHEET.
2. SEE SHEET 4.2 FOR TREE INVENTORY.
3. SEE SHEET 4.1 FOR TREE PROTECTION NOTES.
4. SOIL MITIGATION AND ENHANCEMENT MAY BE NECESSARY POST CONSTRUCTION TO ENHANCE COMPACTED SOILS AROUND TREE BASE AND ENCOURAGE TREE HEALTH.
5. THE PROJECT ARBORIST MAY REQUIRE ALTERNATIVE CONSTRUCTION MATERIALS OR METHODS DURING CONSTRUCTION TO PROTECT AND AVOID REMOVAL OF SOME ROOT SYSTEMS.
6. VARIOUS TREES EXHIBIT FORMS OF HEALTH CONCERNS OR STRUCTURAL DEFECTS, AS NOTED IN THE TREE TABLE (SHEET 4.2), THAT CURRENTLY PRESENT MINIMAL CONCERNS; HOWEVER, IT IS RECOMMENDED TO MONITOR THESE TREES OVER TIME AS ADDITIONAL MITIGATION OPTIONS MAY BE WARRANTED IF THE HEALTH AND/OR STRUCTURAL CONDITIONS WORSEN. WE RECOMMEND USING A CERTIFIED ARBORIST FOR FUTURE MONITORING.

TREE PLAN

SITE AREA:	6.98 AC
SITE AREA EXCLUDING OPEN SPACE:	6.35 AC
TOTAL TREE UNITS REQUIRED (6.35AC X 20):	127
EXISTING TREES RETAINED/(TREE UNITS):	3/(11)
PROPOSED SITE TREES/(TREE UNITS):	116/(116)
TOTAL TREE UNITS: (RETAINED AND PROPOSED)	127

NOTE: SEE LANDSCAPING PLAN (P10.0-10.1) FOR PROPOSED TREE PLANTING PLAN

N

SCALE: 1"= 40 FEET

40 0 8 20 40

ORIGINAL PAGE SIZE: 22" x 34"

CERTIFIED ARBORIST ISA

PRELIMINARY NOT FOR CONSTRUCTION

BENNETT R. KOCSIS
CERTIFICATE NUMBER: PN 8877A
EXPIRATION DATE: 12/31/2028

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
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PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN

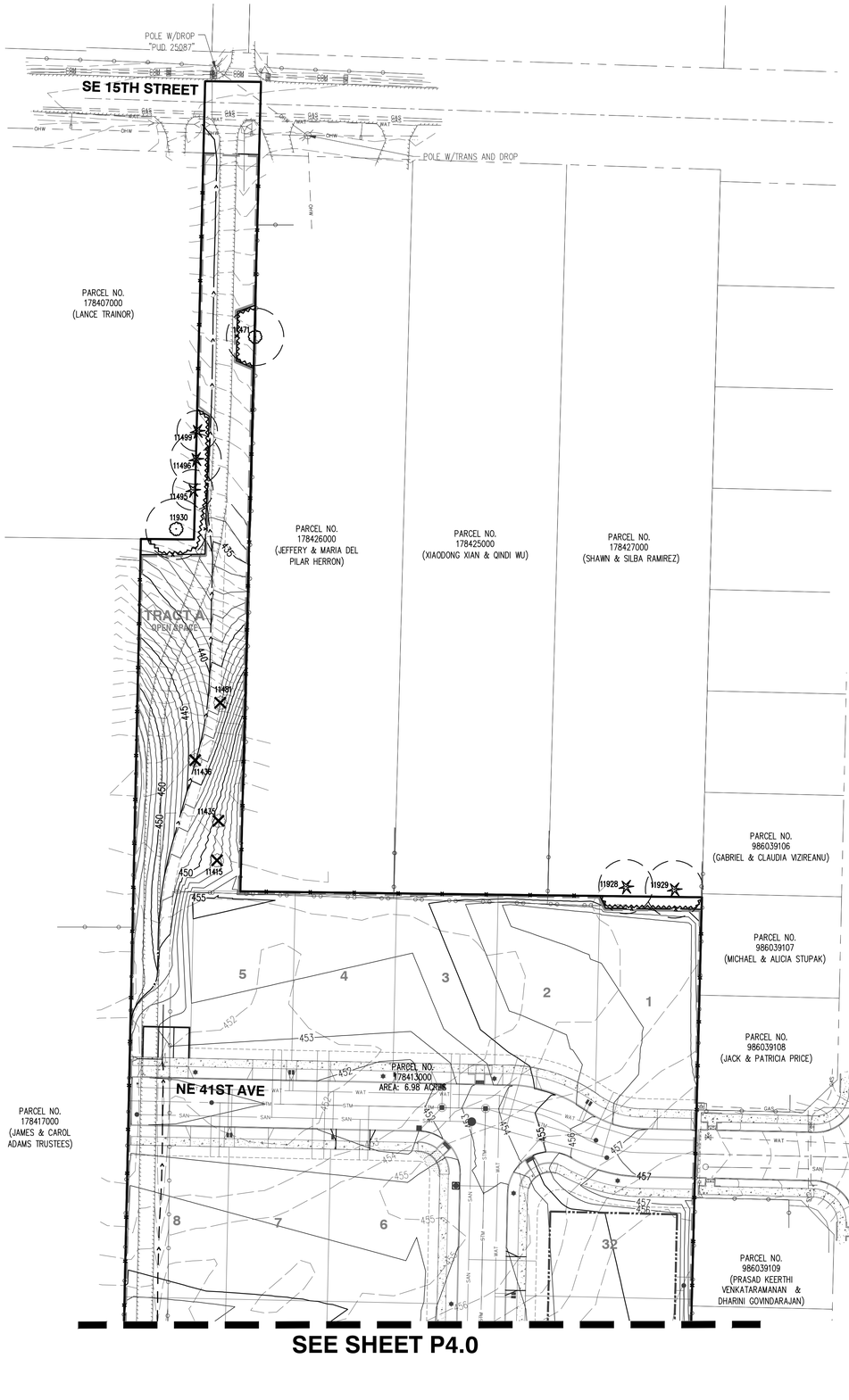
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PRELIMINARY NOT FOR CONSTRUCTION

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DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P4.0

AKS DRAWING FILE: 12533 P4 TREE.DWG | LAYOUT: P4.0



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NOTE: SEE LANDSCAPING PLAN (P10.0–10.1) FOR PROPOSED TREE PLANTING PLAN

N

SCALE: 1"= 40 FEET

40 0 8 20 40

ORIGINAL PAGE SIZE: 22" x 34"

TREE PROTECTION NOTES

A. PLACING MATERIALS NEAR TREES – NO PERSON MAY CONDUCT ANY ACTIVITY WITHIN THE PROTECTED AREA OF ANY TREE DESIGNATED TO REMAIN, INCLUDING, BUT NOT LIMITED TO, PARKING EQUIPMENT, PLACING SOLVENTS, STORING BUILDING MATERIALS AND SOIL DEPOSITS, DUMPING CONCRETE WASHOUT, ETC.

B. ATTACHMENTS TO TREES – DURING CONSTRUCTION, NO PERSON SHALL ATTACH ANY OBJECT TO ANY TREE DESIGNATED FOR PROTECTION.

C. PROTECTIVE BARRIER – BEFORE DEVELOPMENT, LAND CLEARING, FILLING OR ANY LAND ALTERATION FOR WHICH A TREE REMOVAL PERMIT IS REQUIRED, THE CONTRACTOR:

- C.A. SHALL ERECT AND MAINTAIN READILY VISIBLE PROTECTIVE TREE FENCING ALONG THE OUTER EDGE AND COMPLETELY SURROUNDING THE PROTECTED AREA OF ALL PROTECTED TREES OR GROUP OF TREES. FENCES SHALL BE CONSTRUCTED PER THE DETAIL ON THIS SHEET.
- C.B. MAY BE REQUIRED TO COVER WITH MULCH TO A DEPTH OF AT LEAST SIX (6) INCHES OR WITH PLYWOOD OR SIMILAR MATERIAL IN THE AREAS ADJOINING THE CRITICAL ROOT ZONE OF A TREE IN ORDER TO PROTECT ROOTS FROM DAMAGE CAUSED BY HEAVY EQUIPMENT.
- C.C. SHALL PROHIBIT EXCAVATION OR COMPACTING OF EARTH OR OTHER POTENTIALLY DAMAGING ACTIVITIES WITHIN THE BARRIERS.
- C.D. MAY BE REQUIRED TO MINIMIZE ROOT DAMAGE BY EXCAVATING A TWO (2) FOOT DEEP TRENCH, AT EDGE OF CRITICAL ROOT ZONE, TO CLEANLY SEVER THE ROOTS OF TREES TO BE RETAINED. ROOTS ONE (1) INCH DIAMETER OR GREATER SHALL BE CLEANLY CUT WITH A SAW OR PRUNERS.
- C.E. MAY BE REQUIRED TO HAVE CORRECTIVE PRUNING PERFORMED ON PROTECTED TREES IN ORDER TO AVOID DAMAGE FROM MACHINERY OR BUILDING ACTIVITY. MAY BE REQUIRED TO MAINTAIN TREES THROUGHOUT THE CONSTRUCTION PERIOD BY WATERING AND FERTILIZING.
- C.F. SHALL MAINTAIN THE PROTECTIVE BARRIERS IN PLACE UNTIL THE PROJECT ARBORIST AUTHORIZES THEIR REMOVAL OR A FINAL CERTIFICATE OF OCCUPANCY IS ISSUED, WHICHEVER OCCURS FIRST.
- C.G. SHALL ENSURE THAT ANY LANDSCAPING DONE IN THE PROTECTED ZONE SUBSEQUENT TO THE REMOVAL OF THE BARRIERS SHALL BE ACCOMPLISHED WITH LIGHT MACHINERY OR HAND LABOR.

D. GRADE

- D.A. THE GRADE SHALL NOT BE ELEVATED OR REDUCED WITHIN THE CRITICAL ROOT ZONE OF TREES TO BE PRESERVED WITHOUT THE PROJECT ARBORISTS'S AUTHORIZATION. THE PROJECT ARBORIST MAY ALLOW COVERAGE OF UP TO ONE HALF OF THE AREA OF THE TREE'S CRITICAL ROOT ZONE WITH LIGHT SOILS (NO CLAY) TO THE MINIMUM DEPTH NECESSARY TO CARRY OUT GRADING OR LANDSCAPING PLANS, IF IT WILL NOT IMPERIL THE SURVIVAL OF THE TREE. AERATION DEVICES MAY BE REQUIRED TO ENSURE THE TREE'S SURVIVAL.
- D.B. IF THE GRADE ADJACENT TO A PRESERVED TREE IS RAISED SUCH THAT IT COULD SLOUGH OR ERODE INTO THE TREES CRITICAL ROOT ZONE, IT SHALL BE PERMANENTLY STABILIZED TO PREVENT SUFFOCATION OF THE ROOTS.
- D.C. THE APPLICANT SHALL NOT INSTALL AN IMPERVIOUS SURFACE WITHIN THE CRITICAL ROOT ZONE OF ANY TREE TO BE RETAINED WITHOUT THE AUTHORIZATION OF THE PROJECT ARBORIST. THE PROJECT ARBORIST MAY REQUIRE SPECIFIC CONSTRUCTION METHODS AND/OR USE OF AERATION DEVICES TO ENSURE THE TREE'S SURVIVAL AND TO MINIMIZE THE POTENTIAL FOR ROOT INDUCED DAMAGE TO THE IMPERVIOUS SURFACE.
- D.D. TO THE GREATEST EXTENT PRACTICAL, UTILITY TRENCHES SHALL BE LOCATED OUTSIDE OF THE CRITICAL ROOT ZONE OF TREES TO BE RETAINED. THE PROJECT ARBORIST MAY REQUIRE THAT UTILITIES BE TUNNELED UNDER THE ROOTS OF TREES TO BE RETAINED IF THE PROJECT ARBORIST DETERMINES THAT TRENCHING WOULD SIGNIFICANTLY REDUCE THE CHANCES OF THE TREE'S SURVIVAL.
- D.E. TREE AND OTHER VEGETATION TO BE RETAINED SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. CLEARING OPERATIONS SHALL BE CONDUCTED SO AS TO EXPOSE THE SMALLEST PRACTICAL AREA OF SOIL TO EROSION FOR THE LEAST POSSIBLE TIME. TO CONTROL EROSION, SHRUBS, GROUND COVER, AND STUMPS SHALL BE MAINTAINED ON THE INDIVIDUAL LOTS, WHERE FEASIBLE. WHERE NOT FEASIBLE, APPROPRIATE EROSION CONTROL PRACTICES SHALL BE IMPLEMENTED PURSUANT TO CMC CHAPTER 14.06.

E. DIRECTIONAL FELLING OF TREES SHALL BE USED TO AVOID DAMAGE TO TREES DESIGNATED FOR RETENTION.

F. ADDITIONAL REQUIREMENTS – THE PROJECT ARBORIST MAY REQUIRE ADDITIONAL TREE PROTECTION MEASURES WHICH ARE CONSISTENT WITH ACCEPTED URBAN FORESTRY PRACTICES.

G. ENCROACHMENT INTO THE ROOT PROTECTION ZONE IS ALLOWED WITH PROJECT ARBORIST APPROVAL AS DESCRIBED IN THE FOLLOWING NOTES:

- G.A. EXCAVATION IN THE TOP 24 INCHES OF THE SOIL IN THE CRITICAL ROOT ZONE AREA SHOULD BEGIN AT THE EXCAVATION LINE THAT IS CLOSEST TO THE TREE.
- G.B. THE EXCAVATION SHOULD BE DONE BY HAND/SHOVEL OR WITH A BACKHOE AND A MAN WITH A SHOVEL, PRUNING SHEARS, AND A PRUNING SAW.
- G.C. IF DONE BY HAND, ALL ROOTS 1 INCH OR LARGER SHOULD BE PRUNED AT THE EXCAVATION LINE.
- G.D. IF DONE WITH BACKHOE (MOST LIKELY SCENARIO), THEN THE OPERATOR SHALL START THE CUT AT THE EXCAVATION LINE AND CAREFULLY "FEEL" FOR ROOT/RESISTANCE. WHEN THERE IS RESISTANCE, THE MAN WITH THE SHOVEL HAND DIGS AROUND THE ROOTS AND PRUNES THE ROOTS LARGER THAN 1 INCH DIAMETER.
- G.E. THE BACKHOE IS TO REMAIN OFF OF THE TREE ROOTS TO BE PRESERVED AT ALL TIMES.
- G.F. ALL ROOTS SHALL BE CUT CLEANLY WITH PRUNING SHEARS OR A PRUNING SAW.
- G.G. PROJECT ARBORIST MUST BE ONSITE DURING ANY WORK WITHIN THE TREE ROOT PROTECTION ZONE.
- G.H. CITY OFFICIAL MUST BE CONTACTED 24 HOURS PRIOR TO WORKING WITHIN THE TREE ROOT PROTECTION ZONE.

H. TREE PROTECTION ZONE IS DEFINED AS ALL AREAS BOUND AND PROTECTING THE OPTIMAL TREE PROTECTION ZONE.

I. TIMELINE FOR CLEARING, GRADING, AND INSTALLATION OF TREE PROTECTION MEASURES: WORK WILL BEGIN IMMEDIATELY FOLLOWING FINAL APPROVAL BY THE CITY. TREE PROTECTION MEASURES WILL BE DONE DURING CLEARING AND ANY GRADING WILL FOLLOW.

J. PRUNING/TREE REMOVAL NOTES: THE WORK TO BE COMPLETED UNDER THIS PROJECT SHALL CONSIST OF TREE REMOVAL AND TREE TRIMMING AS LISTED.

- J.A. THE CONTRACTOR SHALL PROVIDE ADEQUATE CREW OF MEN, EQUIPMENT AND MATERIALS TO SAFELY AND EFFICIENTLY COMPLETE THE ASSIGNED WORK. EACH SUCH CREW SHALL INCLUDE AN INDIVIDUAL WHO SHALL BE DESIGNATED AS THE CREW SUPERVISOR AND WHO SHALL BE RESPONSIBLE FOR THE CREW'S ACTIVITIES AND WHO SHALL RECEIVE INSTRUCTION FROM THE OWNER OR THE OWNER'S REPRESENTATIVE AND DIRECT THE CREW TO ACCOMPLISH SUCH WORK.
- J.B. WHENEVER A TREE, WHICH IS NOT SCHEDULED TO BE REMOVED, MUST BE TRIMMED OR PRUNED, THE CONTRACTOR SHALL INSURE THAT SUCH TRIMMING AND PRUNING IS CARRIED OUT UNDER THE DIRECT SUPERVISION OF A LICENSED ARBORIST. ALL PRUNING AND TRIMMING SHALL BE PERFORMED IN ACCORDANCE WITH THE PROVISIONS OF ANSI A 300 "STANDARD PRACTICES FOR TREE, SHRUB AND OTHER WOODY PLANT MAINTENANCE".
- J.C. THE CONTRACTOR SHALL BE REQUIRED TO CUT TREES TO A HEIGHT OF APPROXIMATELY 12". THE STUMPS AND ROOTS SHALL BE GROUND DOWN A MINIMUM OF TWELVE (12) INCHES BELOW NORMAL GROUND LEVEL.
- J.D. THE CONTRACTOR SHALL PERFORM ALL WORK IN ACCORDANCE WITH THE LATEST GOVERNMENTAL SAFETY REGULATIONS. ALL WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH ANSI Z133.1 "PRUNING, TRIMMING, REPAIRING, MAINTAINING AND REMOVING TREES AND CUTTING BRUSH–SAFETY REQUIREMENTS" WITH SPECIAL EMPHASIS GIVEN TO THE REQUIREMENT THAT ONLY QUALIFIED LINE–CLEARANCE TREE TRIMMERS BE ASSIGNED TO WORK WHERE A POTENTIAL ELECTRICAL HAZARD EXISTS.
- J.E. THE CONTRACTOR SHALL MAKE ALL THE NECESSARY ARRANGEMENTS WITH ANY UTILITY THAT MUST BE PROTECTED OR RELOCATED IN ORDER TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE PROTECTION OF THE OPERATING CONDITION OF ALL ACTIVE UTILITIES WITHIN THE AREA OF CONSTRUCTION AND THEY SHALL TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO EXISTING UTILITIES.
- J.F. ANY MATERIAL RESULTING FROM THE TRIMMING OR REMOVAL OF ANY TREES SHALL BECOME THE RESPONSIBILITY OF THE CONTRACTOR.
- J.G. HAZARDOUS TREES–REPORTING – ANY PERSON ENGAGED IN TRIMMING OR PRUNING WHO BECOMES AWARE OF A TREE OF DOUBTFUL STRENGTH, THAT COULD BE DANGEROUS TO PERSONS AND PROPERTY, SHALL REPORT SUCH TREE(S) TO THE OWNER OR THE OWNERS REPRESENTATIVE. SUCH TREES SHALL INCLUDE THOSE THAT ARE OVER MATURE, DISEASED, OR SHOWING SIGNS OF DECAY OR OTHER STRUCTURAL WEAKNESS.
- J.H. DAMAGES–ANY DAMAGE CAUSED BY THE CONTRACTOR, INCLUDING, BUT NOT LIMITED TO, BROKEN SIDEWALK, CURB, RUTTED LAWN, BROKEN WATER SHUT–OFFS, WIRE DAMAGE, BUILDING DAMAGE, STREET DAMAGE, ETC., WILL BE REPAIRED OR REPLACED IN A TIMELY MANNER, TO THE OWNER'S SATISFACTION, AND ALL COSTS PAID BY THE CONTRACTOR.
- J.I. ANY BRUSH CLEARING REQUIRED WITHIN THE TREE PROTECTION ZONE SHALL BE ACCOMPLISHED WITH HAND OPERATED EQUIPMENT.
- J.J. TREES TO BE REMOVED SHALL BE FELLED SO AS TO FALL AWAY FROM TREE ROOT PROTECTION ZONES AND TO AVOID PULLING AND BREAKING OF ROOTS TO REMAIN.
- J.K. ALL DOWNED BRUSH AND TREES SHALL BE REMOVED FROM THE TREE PROTECTION ZONE EITHER BY HAND OR WITH EQUIPMENT SITTING OUTSIDE THE TREE ROOT PROTECTION ZONE. EXTRACTION SHALL OCCUR BY LIFTING THE MATERIAL OUT, NOT BY SKIDDING IT ACROSS THE GROUND.
- J.L. IF TEMPORARY HAUL OR ACCESS ROADS MUST PASS OVER THE ROOT AREA OF TREES TO BE RETAINED A ROADBED OF 6 INCHES OF MULCH OR GRAVEL SHALL BE CREATED TO PROTECT THE SOIL. THE ROADBED MATERIAL SHALL BE REPLENISHED AS NECESSARY TO MAINTAIN A 6–INCH DEPTH.
- J.M. PRUNING. TREES SHALL BE PRUNED PRIOR TO THE START OF CONSTRUCTION. TREES SHALL BE CROWN CLEANED TO REMOVE THE DEADWOOD 2 INCHES IN DIAMETER AND OVER. TREES SHALL BE CROWN THINNED BY 10–20%. CROWNS MAY BE RAISED BY REMOVING BOTTOM BRANCHES AS NECESSARY UP TO 14 FEET HIGH TO GIVE CLEARANCE FOR ANY CONSTRUCTION TRAFFIC, ACTIVITIES, ETC. ALL WORK TO BE DONE IN ACCORDANCE WITH ANSI A300 PRUNING STANDARDS. REMOVE ANY LIMBS OF DOUBTFUL STRENGTH THAT COULD BE DANGEROUS TO PERSONS AND PROPERTY.

CERTIFIED ARBORIST ISA PRELIMINARY NOT FOR CONSTRUCTION

BENNETT R. KOCSIS
CERTIFICATE NUMBER: PN 9877A
EXPIRATION DATE: 12/31/2028

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	4/14/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P4.1

AKS DRAWING FILE: 12533 P4 TREE.DWG | LAYOUT: P4.1

Detailed Tree Inventory for Uhacz Subdivision

AKS Job No. 12533 - Evaluation Date: 2/11/2026 - Evaluated By: BRK

Tree #	DBH (in.)	Tree Species Common Name (Scientific name)	Tree Units Initial	Condition/Comments	Windthrow Rating	Reason for Removal	Tree Units Retained
10001	35	Douglas-fir (Pseudotsuga menziesii)	0	OFFSITE; Evaluated from behind a fence; Crooked bole; Some dieback; Low vigor	B	Preserve	0
10702	5	Cherry (Prunus spp.)	0	OFFSITE; Good condition	C	Preserve	0
10703	6	Cherry (Prunus spp.)	0	OFFSITE; Good condition	C	Preserve	0
10704	5	Cherry (Prunus spp.)	0	OFFSITE; Good condition	C	Preserve	0
10705	4	Cherry (Prunus spp.)	0	OFFSITE; Good condition	C	Preserve	0
10912	7, 9	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with stormwater facility grading	0
10913	8, 12	Leyland Cypress (Cupressus × leylandii)	3	Codominant stems	B	Direct conflict with stormwater facility grading	0
10914	8, 8, 9, 9	Leyland Cypress (Cupressus × leylandii)	5	Codominant stems	B	Direct conflict with stormwater facility grading	0
10915	14	Leyland Cypress (Cupressus × leylandii)	3	Good condition	C	Direct conflict with stormwater facility grading	0
10916	12	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with stormwater facility grading	0
10917	14	Leyland Cypress (Cupressus × leylandii)	3	Good condition	C	Direct conflict with stormwater facility grading	0
10918	9	Sweet Cherry (Prunus avium)	2	Codominant stems; Sparse canopy	B	Direct conflict with stormwater facility grading	0
10919	6, 6, 6, 6, 6	English Holly (Ilex aquifolium)	3	Codominant stems	B	Direct conflict with stormwater facility grading	0
10920	14	Douglas-fir (Pseudotsuga menziesii)	3	Good condition	C	Direct conflict with stormwater facility grading	0
10930	14	Leyland Cypress (Cupressus × leylandii)	3	Good condition	C	Direct conflict with R.O.W. improvements	0
10931	6, 6, 8	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10932	6, 9, 10	Leyland Cypress (Cupressus × leylandii)	4	Good condition	C	Direct conflict with R.O.W. improvements	0
10933	6, 11	Leyland Cypress (Cupressus × leylandii)	3	Good condition	C	Direct conflict with R.O.W. improvements	0
10934	10	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10935	8, 10	Leyland Cypress (Cupressus × leylandii)	3	codominant stems	B	Direct conflict with R.O.W. improvements	0
10936	12	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10937	10	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10938	6, 6, 6, 7	Leyland Cypress (Cupressus × leylandii)	3	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10939	6, 8	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10940	6, 6, 8	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10941	6, 7, 14	Leyland Cypress (Cupressus × leylandii)	5	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10942	7, 9	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10943	6, 8, 14	Leyland Cypress (Cupressus × leylandii)	5	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10944	10	Leyland Cypress (Cupressus × leylandii)	2	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10945	9, 9	Leyland Cypress (Cupressus × leylandii)	3	Codominant stems	B	Direct conflict with R.O.W. improvements	0
10946	6, 9	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10947	11	Leyland Cypress (Cupressus × leylandii)	2	Good condition	C	Direct conflict with R.O.W. improvements	0
10948	6, 6, 7	Willow (Salix spp.)	2	Dead and broken limbs	B	Within building setback	0
10949	33	Douglas-fir (Pseudotsuga menziesii)	13	Cavity; Epicormic sprouts; Asymmetrical canopy (W)	B	Direct conflict with site grading	0
10950	29	Douglas-fir (Pseudotsuga menziesii)	11	Some dieback; Asymmetrical canopy (W)	B	Direct conflict with site grading	0
10951	13	Douglas-fir (Pseudotsuga menziesii)	3	Suppressed	B	Direct conflict with site grading	0
10952	29	Douglas-fir (Pseudotsuga menziesii)	11	Slight lean (S); Asymmetrical canopy (S)	B	Direct conflict with site grading	0
10953	27	Douglas-fir (Pseudotsuga menziesii)	10	Dieback throughout canopy; Low vigor	B	Direct conflict with site grading	0
10954	28	Douglas-fir (Pseudotsuga menziesii)	10	Good condition	C	Direct conflict with site grading	0
10955	18	Douglas-fir (Pseudotsuga menziesii)	5	Sweep (S); Codominant top	B	Direct conflict with site grading	0
10956	8	Douglas-fir (Pseudotsuga menziesii)	2	Sweep (E)	B	Direct conflict with site grading	0
10957	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Direct conflict with site grading	0
10958	32	Douglas-fir (Pseudotsuga menziesii)	12	Good condition	C	Within building setback	0
10959	21	Douglas-fir (Pseudotsuga menziesii)	7	Good condition	C	Within building setback	0
10960	25	Douglas-fir (Pseudotsuga menziesii)	9	Good condition	C	Within building setback	0
10961	28	Douglas-fir (Pseudotsuga menziesii)	10	Good condition	C	Within building setback	0
10962	30	Douglas-fir (Pseudotsuga menziesii)	11	Good condition	C	Direct conflict with site grading	0
10963	14	Douglas-fir (Pseudotsuga menziesii)	3	Suppressed	B	Direct conflict with site grading	0
10964	14	Douglas-fir (Pseudotsuga menziesii)	3	Suppressed	B	Direct conflict with site grading	0
10992	6, 6	English Holly (Ilex aquifolium)	2	Codominant stems; Low vigor	B	Direct conflict with site grading	0
10993	6, 7	Willow (Salix spp.)	2	Lean (S); Dead branches; Codominant stems	B	Direct conflict with site grading	0
10994	7, 7, 8	Willow (Salix spp.)	3	Lean (S); Dead branches; Codominant stems	B	Direct conflict with site grading	0
10995	6, 6	Willow (Salix spp.)	2	Lean (S); Dead branches; Codominant stems	B	Direct conflict with site grading	0
11057	6, 8, 8	Cherry (Prunus spp.)	3	Dead branches; Codominant stems	B	Within building setback	0
11058	7	Douglas-fir (Pseudotsuga menziesii)	2	Good condition	C	Within building setback	0
11059	6	Arborvitae (Thuja occidentalis)	2	Good condition	C	Direct conflict with site grading	0
11238	10, 10	Apple (Malus domesitca)	3	One codominant stem broken with decay; Cavities	B	Within building setback	0
11247	10, 14	European Mountain-ash (Sorbus aucuparia)	5	Some sapsucker bore holes; Good condition	C	Direct conflict with road construction	0
11249	6, 8	Oregon Ash (Fraxinus latifolia)	2	Good condition	C	Direct conflict with site grading	0
11250	19,17	Oregon Ash (Fraxinus latifolia)	9	Good condition	C	Direct conflict with site grading	0
11251	6, 10, 12	Sweet Cherry (Prunus avium)	5	Codominant base with included bark; Broken leader with decay	B	Within building setback	0
11260	20	Douglas-fir (Pseudotsuga menziesii)	6	Epicormic sprouting	B	Direct conflict with storm utilities	0
11261	21	Douglas-fir (Pseudotsuga menziesii)	7	Good condition	C	Within building setback	0
11262	22	Douglas-fir (Pseudotsuga menziesii)	7	Good condition	C	Within building setback	0
11263	8, 8, 10	Bigleaf Maple (Acer macrophyllum)	4	Stems growing from uprooted tree	A	Within building setback	0
11264	21	Douglas-fir (Pseudotsuga menziesii)	7	Good condition	C	Within building setback	0
11265	26	Douglas-fir (Pseudotsuga menziesii)	9	Good condition	C	Within building setback	0
11266	8	Douglas-fir (Pseudotsuga menziesii)	2	Suppressed	B	Within building setback	0
11267	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Within building setback	0
11268	16	Douglas-fir (Pseudotsuga menziesii)	4	Good condition	C	Within building setback	0
11269	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Within building setback	0
11270	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Direct conflict with site grading	0
11271	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Direct conflict with site grading	0
11272	38	Douglas-fir (Pseudotsuga menziesii)	15	Good condition	C	Direct conflict with site grading	0
11273	24, 24	Douglas-fir (Pseudotsuga menziesii)	13	Codominant base; Broken top on one stem; Low vigor	B	Direct conflict with site grading	0
11274	15	Oregon Ash (Fraxinus latifolia)	4	Lean (S); Broken leader	B	Direct conflict with site grading	0
11275	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Direct conflict with site grading	0
11276	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Direct conflict with site grading	0
11277	26	Douglas-fir (Pseudotsuga menziesii)	9	Good condition	C	Direct conflict with site grading	0
11278	10	Douglas-fir (Pseudotsuga menziesii)	2	Suppressed	B	Within building setback	0
11279	18	Douglas-fir (Pseudotsuga menziesii)	5	Good condition	C	Within building setback	0
11280	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Within building setback	0
11281	24	Douglas-fir (Pseudotsuga menziesii)	8	Good condition	C	Within building setback	0

Detailed Tree Inventory for Uhacz Subdivision

AKS Job No. 12533 - Evaluation Date: 2/11/2026 - Evaluated By: BRK

Tree #	DBH (in.)	Tree Species Common Name (Scientific name)	Tree Units Initial	Condition/Comments	Windthrow Rating	Reason for Removal	Tree Units Retained
11282	18	Bigleaf Maple (Acer macrophyllum)	5	Good condition	C	Within building setback	0
11288	6, 8	Cherry (Prunus spp.)	2	Good condition	C	Direct conflict with site grading	0
11292	10	Oregon Ash (Fraxinus latifolia)	2	Good condition	C	Within building setback	0
11301	40	Douglas-fir (Pseudotsuga menziesii)	16	Dieback; Epicormic sprouting; Sparse canopy	B	Direct conflict with site grading	0
11302	11	Douglas-fir (Pseudotsuga menziesii)	2	Suppressed	B	Direct conflict with site grading	0
11303	26	Douglas-fir (Pseudotsuga menziesii)	9	Dieback; Epicormic sprouting; Sparse canopy	B	Direct conflict with storm utilities	0
11304	11	Douglas-fir (Pseudotsuga menziesii)	2	Suppressed	B	Direct conflict with site grading	0
11415	13	English Walnut (Juglans regia)	3	Good condition	C	Direct conflict with path grading	0
11435	14	English Walnut (Juglans regia)	3	Good condition	C	Direct conflict with path grading	0
11436	6	Apple (Malus domesitca)	2	Good condition	C	Direct conflict with path	0
11471	17	Bigleaf Maple (Acer macrophyllum)	5	LINE TREE; Sweep (W); Good condition	C	Preserve	5
11481	6, 6	English Hawthorn (Crataegus monogyna)	2	Codominant stems	B	Direct conflict with path grading	0
11495	9, 12	Douglas-fir (Pseudotsuga menziesii)	0	OFFSITE; Codominant base with included bark	B	Preserve	0
11496	15	Douglas-fir (Pseudotsuga menziesii)	4	LINE TREE; Good Condition	C	Preserve	4
11499	12	Douglas-fir (Pseudotsuga menziesii)	2	LINE TREE; Good Condition	C	Preserve	2
11927	6, 6	Flowering Dogwood (Cornus florida)	2	Lean (E)	B	Direct conflict with site grading	0
11928	16	White Spruce (Picea glauca)	0	OFFSITE; evaluated from behind a fence; Good condition	C	Preserve	0
11929	17	White Spruce (Picea glauca)	0	OFFSITE; evaluated from behind a fence; Good condition	C	Preserve	0
11930	18	Apple (Malus domesitca)	0	OFFSITE; Broken leaders; Epicormic limbs; Decay	B	Preserve	0
50000	13,13	Oregon Ash (Fraxinus latifolia)	5	Codominant with included bark	B	Within building setback	0
50001	18,8	Oregon Ash (Fraxinus latifolia)	6	Good condition	C	Direct conflict with site grading	0

Total # of Existing Trees Inventoried = 104

Net Site Area = 6.35

Total # of Existing Onsite & Line Trees = 95
Total Onsite Existing Tree Units = 463
Total # of Onsite & Line Trees Retained = 3
Total # of Tree Units Retained = 11
Minimum Tree Units Required per City Code = 127
*(6.35 acres * 20 trees/acre)*
Minimum # Trees to Replant = 116

Total # of Existing Trees Removed = 92
Total Existing Tree Units Removed = 452

Windthrow Rating

A=Least windthrow resistant

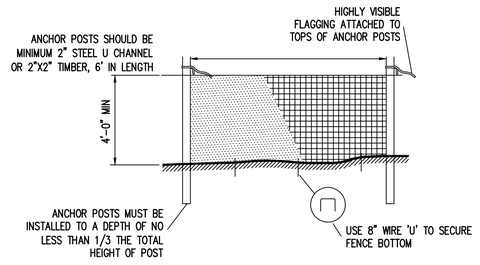
B=Moderate windthrow resistant

C=Most windthrow resistant

Arborist Disclosure Statement:

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the health of trees, and attempt to reduce the risk of living near trees. The Client and Jurisdiction may choose to accept or disregard the recommendations of the arborist, or seek additional advice. Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like medicine, cannot be guaranteed. Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees. Neither this author nor AKS Engineering & Forestry, LLC have assumed any responsibility for liability associated with the trees on or adjacent to this site.

At the completion of construction, all trees should once again be reviewed. Land clearing and removal of adjacent trees can expose previously unseen defects and otherwise healthy trees can be damaged during construction.



PLASTIC MESH TREE PROTECTION FENCE
NOT TO SCALE

TREE PROTECTION FENCE NOTES

1. BLAZE ORANGE OR BLUE PLASTIC MESH FENCE FOR TREE PROTECTION DEVICE, ONLY.
2. BOUNDARIES OF PROTECTION AREA WILL BE ESTABLISHED IN THE FIELD BY THE ARBORIST PRIOR TO CONSTRUCTION
3. BOUNDARIES OF PROTECTION AREA SHOULD BE STAKED AND FLAGGED BY THE ARBORIST, OR UNDER THE SUPERVISION OF THE ARBORIST, PRIOR TO INSTALLING DEVICES.
4. AVOID DAMAGE TO CRITICAL ROOT ZONE. DO NOT DAMAGE OR SEVER LARGE ROOTS WHEN INSTALLING POSTS.
5. TREE PROTECTION TO BE INSTALLED PRIOR TO CONSTRUCTION AND REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED.

CERTIFIED ARBORIST ISA
PRELIMINARY NOT FOR CONSTRUCTION
BENNETT R. KOCSIS
CERTIFICATE NUMBER: PN 8877A
EXPIRATION DATE: 12/31/2028

AKS ENGINEERING AND FORESTRY, LLC
9600 NE 126TH AVE. STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY TREE INVENTORY
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

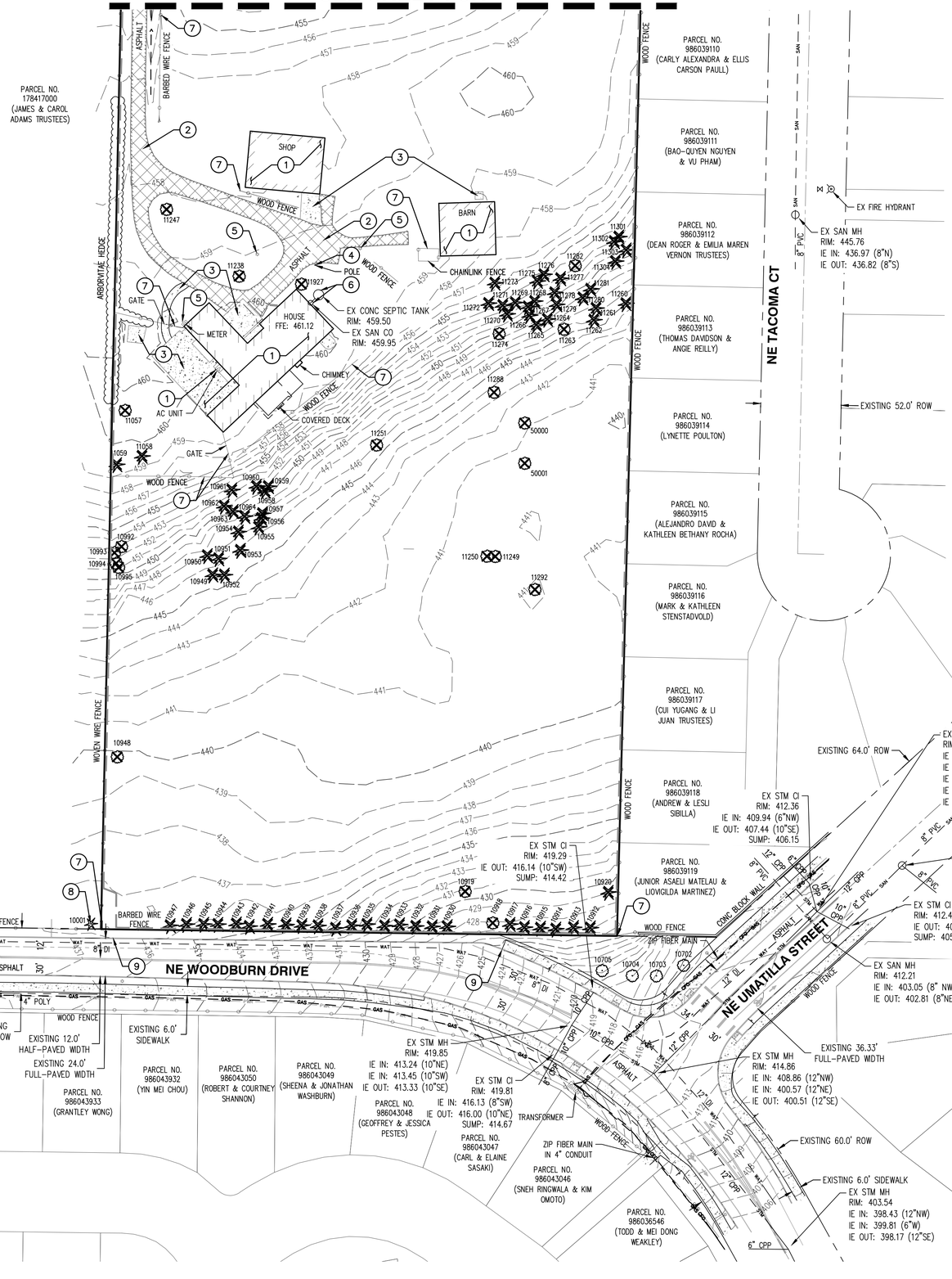
PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	4/14/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P4.2

AKS DRAWING FILE: 12533 P4 TREE.DWG | LAYOUT: P4.2

SEE SHEET P5.1



GENERAL NOTES

1. SEE THE PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN P4.0–P4.2 FOR TREE PROTECTION AND CONSTRUCTION FENCE LOCATIONS AND TREE ROOT PROTECTION ZONE RADIUS ZONES.
2. ALL EXISTING ON-SITE WELLS AND SEPTIC FACILITIES TO BE DECOMMISSIONED.

NOTE: DEMOLITION AND REMOVAL OF ALL STRUCTURES TOGETHER WITH DECOMMISSIONING OF ALL WELLS, SEPTIC TANKS, AND UNDERGROUND STORAGE TANKS (IF ANY EXIST) SHALL BE COMPLETED PRIOR TO SITE GRADING.

CONTRACTOR TO PROPERLY ABANDON AND/OR PROPERLY DECOMMISSIONED ANY WATER WELLS LOCATED ON SITE PER CLARK COUNTY HEALTH DEPARTMENT REQUIREMENTS. CONTRACTOR SHALL SUBMIT ALL ABANDONMENT DOCUMENTATION TO THE CITY INSPECTOR.

DEMOLITION PERMITS FROM THE CITY OF CAMAS BUILDING DEPARTMENT REQUIRED PRIOR TO REMOVING EXISTING STRUCTURES.

DEMOLITION KEYED NOTES

1. REMOVE/DEMOLISH ALL EXISTING BUILDINGS AND ASSOCIATED FOUNDATIONS, UTILITIES, AND RELATED FEATURES
2. REMOVE EXISTING ASPHALT
3. REMOVE EXISTING CONCRETE
4. REMOVE EXISTING POLE
5. REMOVE EXISTING POWER/UTILITY LIGHT POLE
6. REMOVE EXISTING SEPTIC TANK AND CLEANOUT
7. REMOVE FENCE
8. CONTRACTOR TO PROTECT AND PRESERVE EXISTING TREES DURING DEMOLITION WORK. SEE TREE PRESERVATION AND REMOVAL PLANS AND DETAILS, SHEETS P4.0–P4.2 FOR ADDITIONAL NOTES AND DETAILS.
9. REMOVE EXISTING CURB

LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 349 —
- EXISTING GROUND CONTOUR (5 FT) — 350 —
- GRADING LIMITS
- DECIDUOUS TREES TO BE REMOVED
- CONIFEROUS TREES TO BE REMOVED
- DECIDUOUS TREES TO REMAIN
- CONIFEROUS TREES TO REMAIN
- EXISTING AC PAVEMENT TO BE DEMOLISHED

N

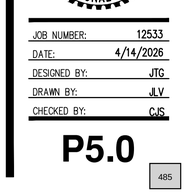
SCALE: 1" = 40 FEET

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ORIGINAL PAGE SIZE: 22" x 34"

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9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

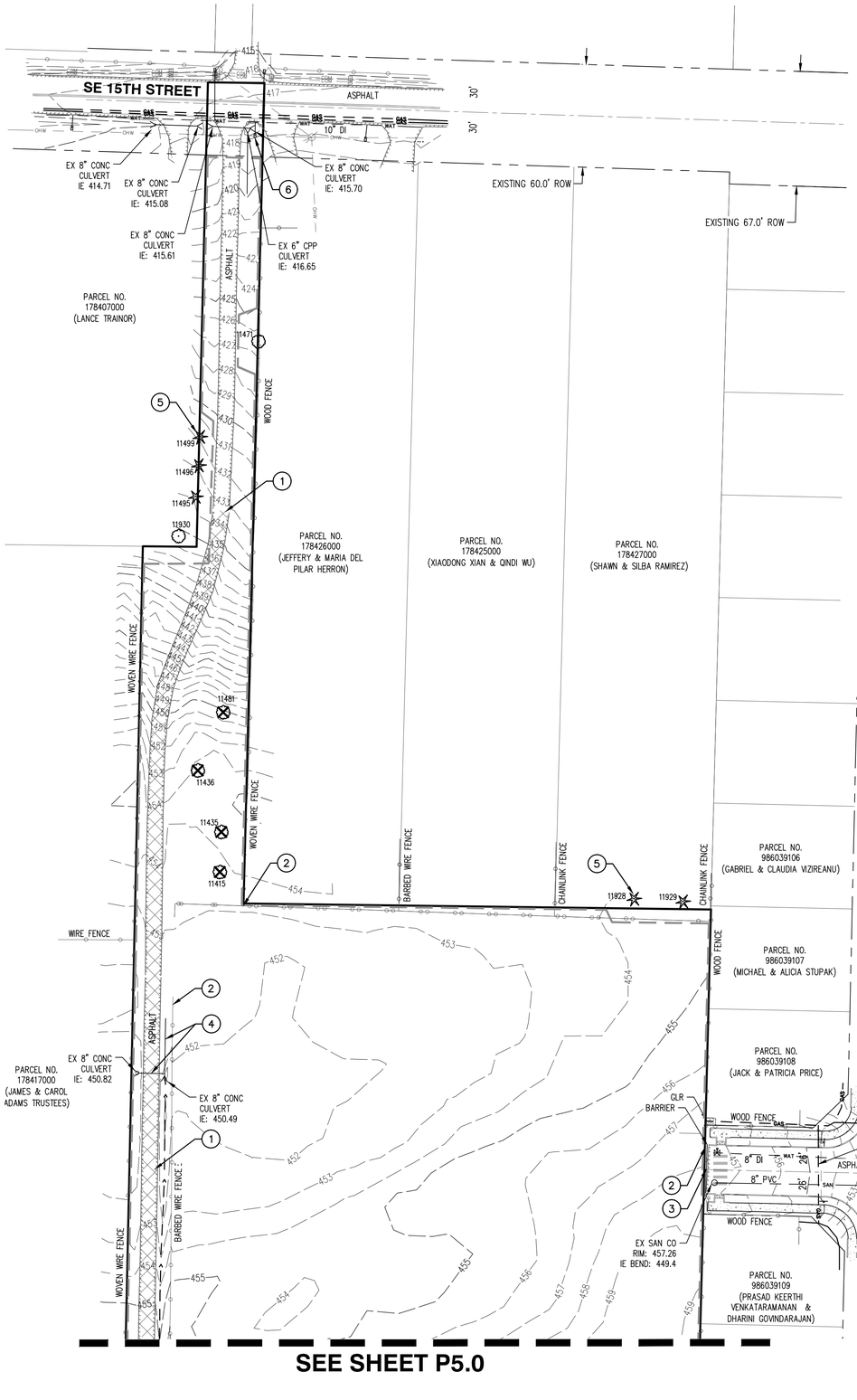
PRELIMINARY DEMOLITION PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON



JOB NUMBER:	12533
DATE:	4/14/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P5.0

AKS DRAWING FILE: 12533 P5 DEMOLDWG | LAYOUT: P5.0



GENERAL NOTES

1. SEE THE PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN P4.0–P4.2 FOR TREE PROTECTION AND CONSTRUCTION FENCE LOCATIONS AND TREE ROOT PROTECTION ZONE RADIUS ZONES.
2. ALL EXISTING ON–SITE WELLS AND SEPTIC FACILITIES TO BE DECOMMISSIONED.

NOTE: DEMOLITION AND REMOVAL OF ALL STRUCTURES TOGETHER WITH DECOMMISSIONING OF ALL WELLS, SEPTIC TANKS, AND UNDERGROUND STORAGE TANKS (IF ANY EXIST) SHALL BE COMPLETED PRIOR TO SITE GRADING.

CONTRACTOR TO PROPERLY ABANDON AND/OR PROPERLY DECOMMISSIONED ANY WATER WELLS LOCATED ON SITE PER CLARK COUNTY HEALTH DEPARTMENT REQUIREMENTS. CONTRACTOR SHALL SUBMIT ALL ABANDONMENT DOCUMENTATION TO THE CITY INSPECTOR.

DEMOLITION PERMITS FROM THE CITY OF CAMAS BUILDING DEPARTMENT REQUIRED PRIOR TO REMOVING EXISTING STRUCTURES.

DEMOLITION KEYED NOTES

1. REMOVE EXISTING ASPHALT
2. REMOVE FENCE
3. REMOVE EXISTING ROAD BARRIER
4. REMOVE EXISTING 8" CONCRETE CULVERTS
5. CONTRACTOR TO PROTECT AND PRESERVE EXISTING TREES DURING DEMOLITION WORK. SEE TREE PRESERVATION AND REMOVAL PLANS AND DETAILS, SHEETS P4.0–P4.2 FOR ADDITIONAL NOTES AND DETAILS.
6. DECOMMISSION EXISTING WATER SERVICE

LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 349 —
- EXISTING GROUND CONTOUR (5 FT) — 350 —
- DECIDUOUS TREES TO BE REMOVED
- CONIFEROUS TREES TO BE REMOVED
- DECIDUOUS TREES TO REMAIN
- GRADING LIMITS
- CONIFEROUS TREES TO REMAIN
- EXISTING AC PAVEMENT TO BE DEMOLISHED

N

SCALE: 1" = 40 FEET

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ORIGINAL PAGE SIZE: 22" x 34"

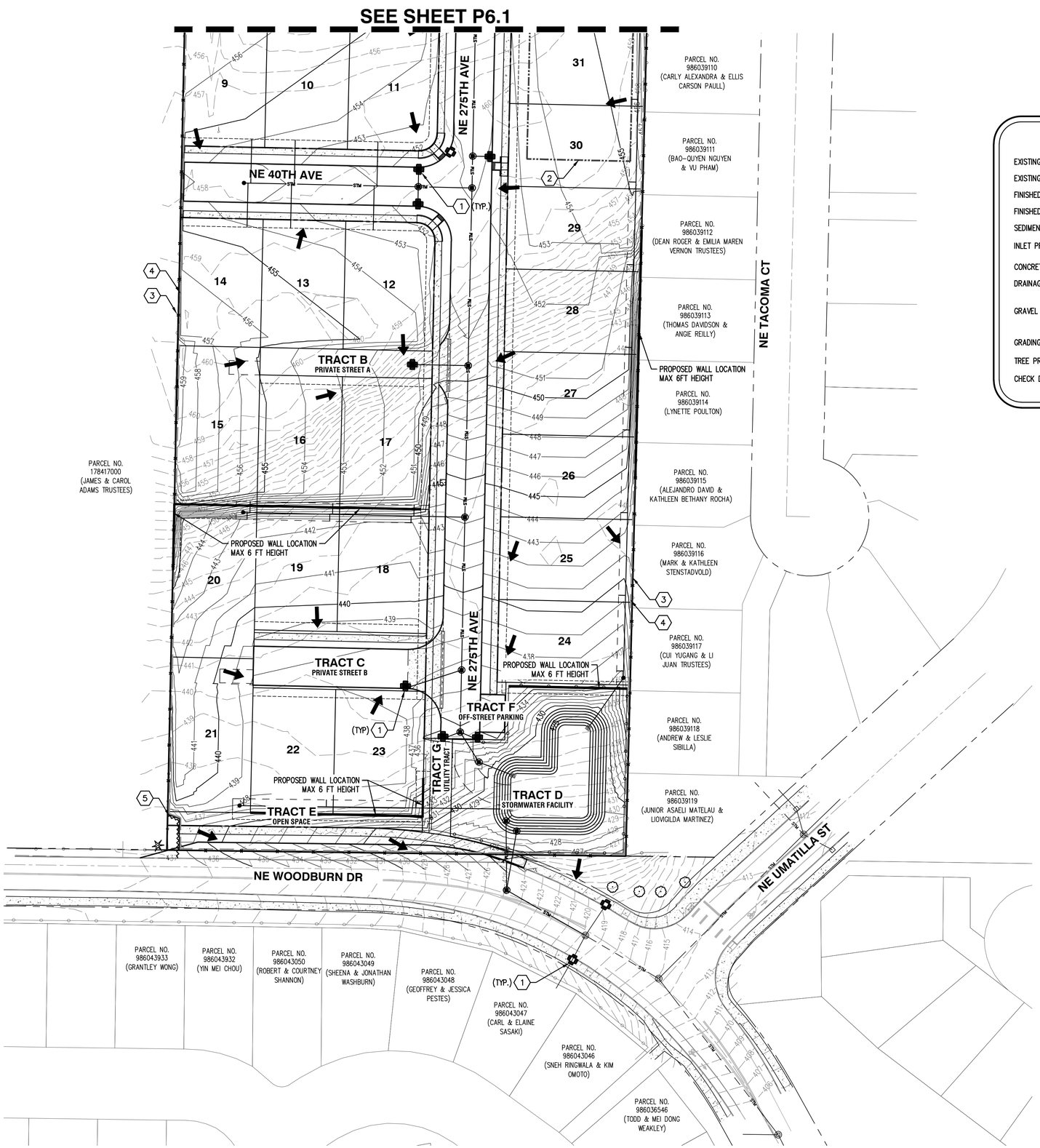
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VANCOUVER, WA 98682
360-882-0419
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PRELIMINARY DEMOLITION PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

JAMES SHACKELFORD — STATE OF WASHINGTON — 21800 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	4/14/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P5.1



LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 345
- EXISTING GROUND CONTOUR (5 FT) — 350
- FINISHED GRADE CONTOUR (1 FT) — 345
- FINISHED GRADE CONTOUR (5 FT) — 350
- SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING)
- INLET PROTECTION (TYP) PER CATCH BASIN INSERT BAG DETAIL
- CONCRETE WASHOUT AREA
- DRAINAGE FLOW DIRECTION
- GRAVEL CONSTRUCTION ENTRANCE
- GRADING LIMITS
- TREE PROTECTION/CONSTRUCTION FENCE
- CHECK DAM BIOFILTER BAG

GENERAL NOTES

1. SEE THE PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN P4.0–P4.2 FOR TREE PROTECTION AND CONSTRUCTION FENCE LOCATIONS AND TREE ROOT PROTECTION ZONE RADIUS ZONES.
2. ADDITIONAL EROSION CONTROL MEASURES WILL BE INCLUDED DURING FINAL ENGINEERING TO ACCOUNT FOR CONSTRUCTION GRADING.
3. ALL EXISTING ON-SITE WELLS AND SEPTIC FACILITIES TO BE DECOMMISSIONED.
4. SEE DEMOLITION PLAN P5.0 FOR DEMOLITION AND REMOVAL OF ALL STRUCTURES.
5. NO CONSTRUCTION VEHICLES TO ACCESS OFF SE 15TH STREET.

EROSION CONTROL KEYED NOTES

1. INSTALL INLET PROTECTION (TYP.).
2. POTENTIAL STOCKPILE AREA.
3. INSTALL SEDIMENT FENCE (TYP.).
4. DISTURBED LIMITS (TYP.).
5. INSTALL TREE PROTECTION FENCE (TYP.).

PRELIMINARY GRADING QUANTITIES

CUT: **23,000** C.Y. STRIPPINGS (ASSUME **10"** DEPTH): **12,000** C.Y.
FILL: **10,000** C.Y.

VOLUMES ARE FOR THE OVERALL DEVELOPMENT PLAN.

RETAIN STRIPPINGS ON SITE AND REDISTRIBUTE (6" DEPTH AVG.) OVER DISTURBED BUILDABLE LOT AREAS AFTER ALL GRADING ACTIVITIES ARE COMPLETED. ADDITIONAL STRIPPINGS MAY BE PLACED IN LANDSCAPE TRACT AREAS WHERE NO STRUCTURES WILL BE PLACED TO ACHIEVE FINISHED GRADE.

ASSUMPTIONS:
BASED ON **10"** STRIPPINGS DEPTH OVER SITE
UTILITY TRENCHING NOT INCLUDED

NOTE: CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES FOR BID PURPOSES.

CUT AND FILL QUANTITIES SHOWN ARE BASED OFF OF GENERAL SITE GRADING ESTABLISHED FROM THE FINISHED STRIPPING GRADE TO THE FINISHED PROPOSED SUBGRADE. THESE VOLUMES ALSO INCLUDE APPROXIMATE OVER EXCAVATION FOR ROADWAY SUBGRADE. THESE VOLUMES DO NOT TAKE INTO ACCOUNT ANY UNKNOWN UNSUITABLE SOIL DEPOSITS OR OVER EXCAVATION OF NON-ORGANIC MATERIALS FOUND ONSITE, NOR WET WEATHER CONDITIONS AND MEASURES SHOULD THIS APPLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PRODUCE THEIR OWN INDEPENDENT GRADING VOLUMES AS WELL AS ACCOUNT FOR ANY OBSERVATIONS OR MEASURES DIRECTED WITHIN THE GEOTECHNICAL REPORT OR AS DIRECTED BY THE GEOTECHNICAL ENGINEER ONSITE THROUGHOUT CONSTRUCTION.

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SCALE: 1" = 40 FEET
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ORIGINAL PAGE SIZE: 22" x 34"

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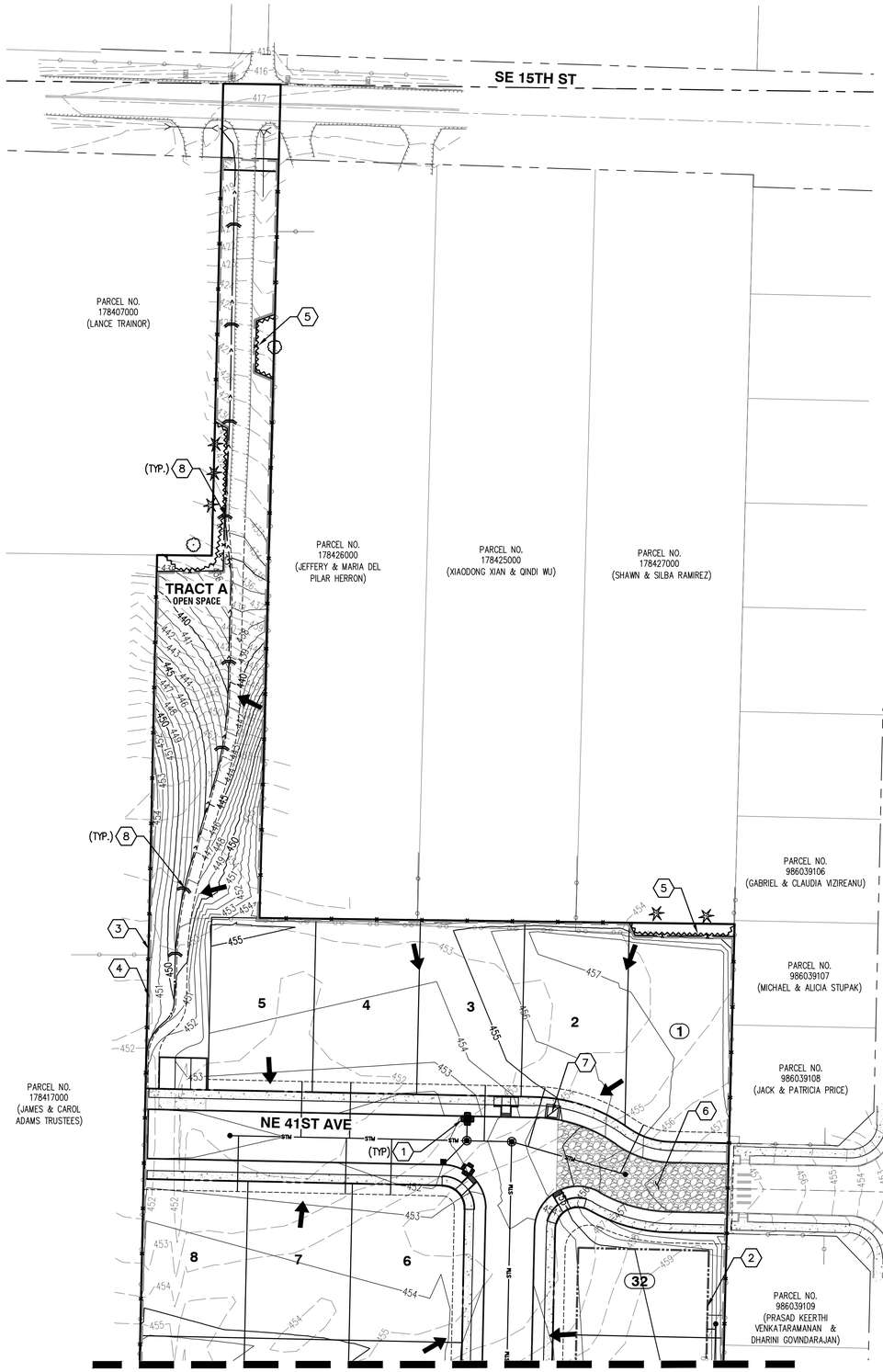
PRELIMINARY GRADING AND ESC PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION
JAMES STATE OF WASHINGTON CRAGG REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	12533
DATE:	4/14/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P6.0

AKS DRAWING FILE: 12533 P6 GRAD & ESC.DWG | LAYOUT: P6.0



LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 345
- EXISTING GROUND CONTOUR (5 FT) — 350
- FINISHED GRADE CONTOUR (1 FT) — 345
- FINISHED GRADE CONTOUR (5 FT) — 350
- SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING)
- INLET DRAIN PROTECTION (TYP) PER CATCH BASIN INSERT BAG DETAIL
- CONCRETE WASHOUT AREA
- DRAINAGE FLOW DIRECTION
- GRAVEL CONSTRUCTION ENTRANCE
- GRADING LIMITS
- TREE PROTECTION/CONSTRUCTION FENCE
- CHECK DAM BIOFILTER BAG

GENERAL NOTES

1. SEE THE PRELIMINARY TREE PRESERVATION AND REMOVAL PLAN P4.0–P4.2 FOR TREE PROTECTION AND CONSTRUCTION FENCE LOCATIONS AND TREE ROOT PROTECTION ZONE RADIUS ZONES.
2. ADDITIONAL EROSION CONTROL MEASURES WILL BE INCLUDED DURING FINAL ENGINEERING TO ACCOUNT FOR CONSTRUCTION GRADING.
3. ALL EXISTING ON–SITE SEPTIC FACILITIES TO BE DECOMMISSIONED.
4. SEE DEMOLITION PLAN P5.0 FOR DEMOLITION AND REMOVAL OF ALL STRUCTURES.
5. NO CONSTRUCTION VEHICLES TO ACCESS OFF SE 15TH STREET.

EROSION CONTROL KEYED NOTES (#)

1. INSTALL INLET PROTECTION (TYP.).
2. POTENTIAL STOCKPILE AREA.
3. INSTALL SEDIMENT FENCE (TYP.).
4. DISTURBED LIMITS (TYP.).
5. INSTALL TREE PROTECTION FENCE (TYP.).
6. CONSTRUCTION ENTRANCE.
7. POTENTIAL CONCRETE WASHOUT LOCATION.
8. INSTALL CHECK DAMS IN DITCH (TYP.).

PRELIMINARY GRADING QUANTITIES

CUT: **23,000** C.Y. STRIPPINGS (ASSUME **10"** DEPTH): **12,000** C.Y.
FILL: **10,000** C.Y.

VOLUMES ARE FOR THE OVERALL DEVELOPMENT PLAN.
RETAIN STRIPPINGS ON SITE AND REDISTRIBUTE (6" DEPTH AVG.) OVER DISTURBED BUILDABLE LOT AREAS AFTER ALL GRADING ACTIVITIES ARE COMPLETED. ADDITIONAL STRIPPINGS MAY BE PLACED IN LANDSCAPE TRACT AREAS WHERE NO STRUCTURES WILL BE PLACED TO ACHIEVE FINISHED GRADE.

ASSUMPTIONS:
BASED ON **10"** STRIPPINGS DEPTH OVER SITE
UTILITY TRENCHING NOT INCLUDED

NOTE: CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES FOR BID PURPOSES.

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N

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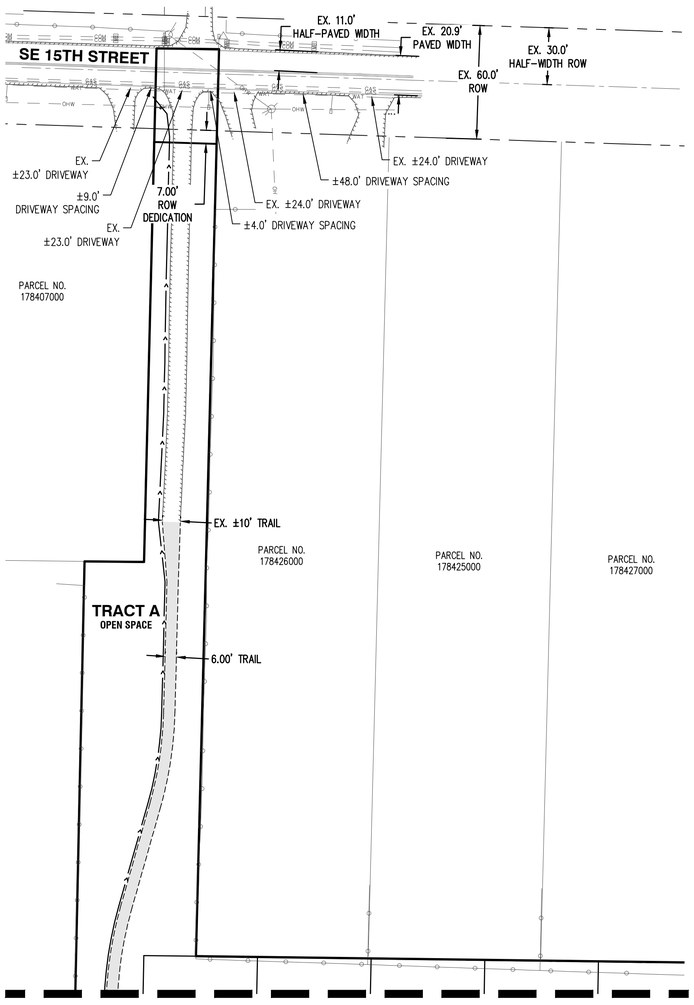
PRELIMINARY GRADING AND ESC PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

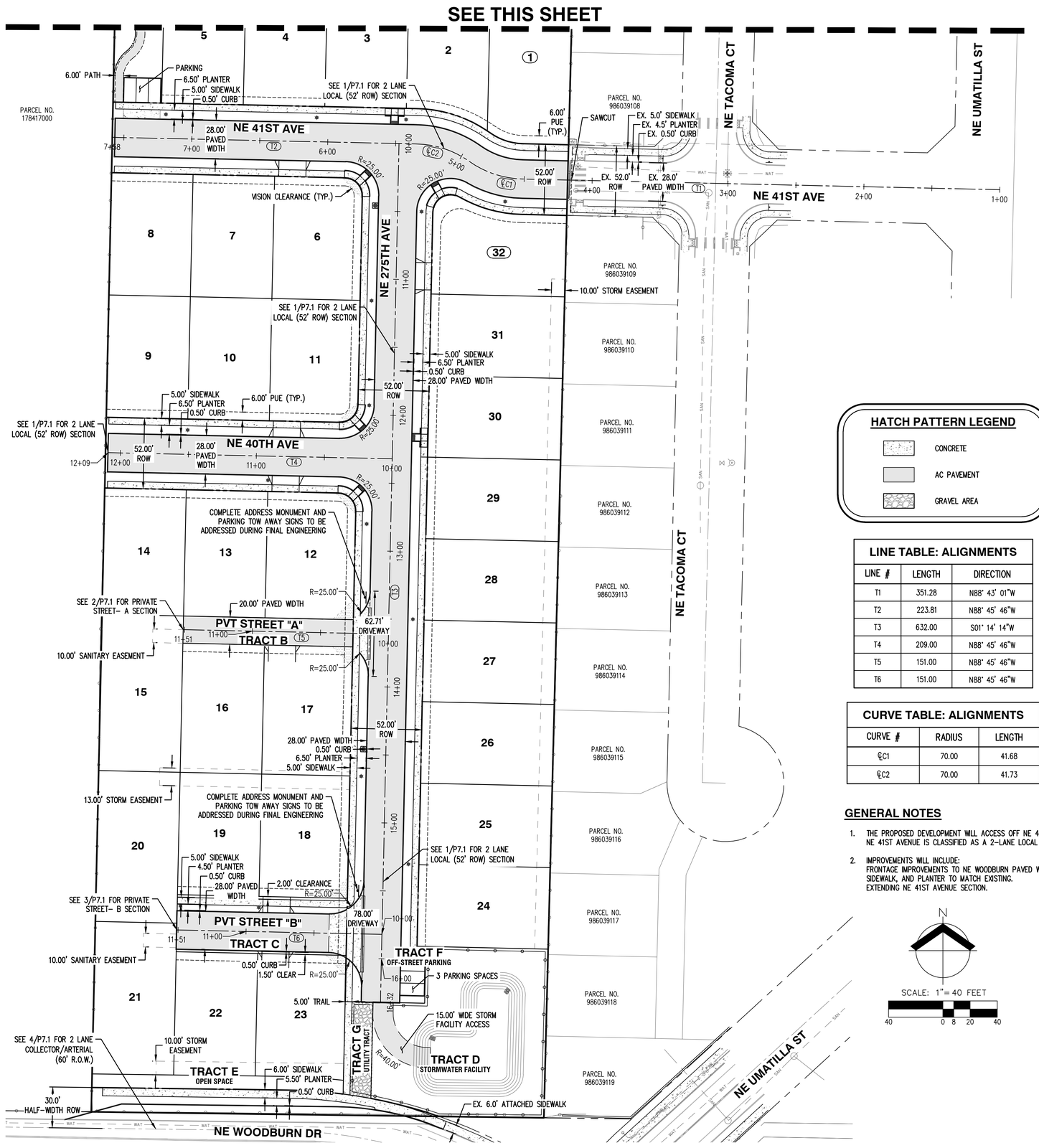


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CHECKED BY:	CJS

P6.1

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HATCH PATTERN LEGEND

- CONCRETE
- AC PAVEMENT
- GRAVEL AREA

LINE TABLE: ALIGNMENTS

LINE #	LENGTH	DIRECTION
T1	351.28	N88° 43' 01"W
T2	223.81	N88° 45' 46"W
T3	632.00	S01° 14' 14"W
T4	209.00	N88° 45' 46"W
T5	151.00	N88° 45' 46"W
T6	151.00	N88° 45' 46"W

CURVE TABLE: ALIGNMENTS

CURVE #	RADIUS	LENGTH
℄C1	70.00	41.68
℄C2	70.00	41.73

GENERAL NOTES

1. THE PROPOSED DEVELOPMENT WILL ACCESS OFF NE 41ST AVENUE. NE 41ST AVENUE IS CLASSIFIED AS A 2-LANE LOCAL STREET.
2. IMPROVEMENTS WILL INCLUDE:
   FRONTAGE IMPROVEMENTS TO NE WOODBURN PAVED WIDTH, CURB, SIDEWALK, AND PLANTER TO MATCH EXISTING.
   EXTENDING NE 41ST AVENUE SECTION.

N

SCALE: 1" = 40 FEET
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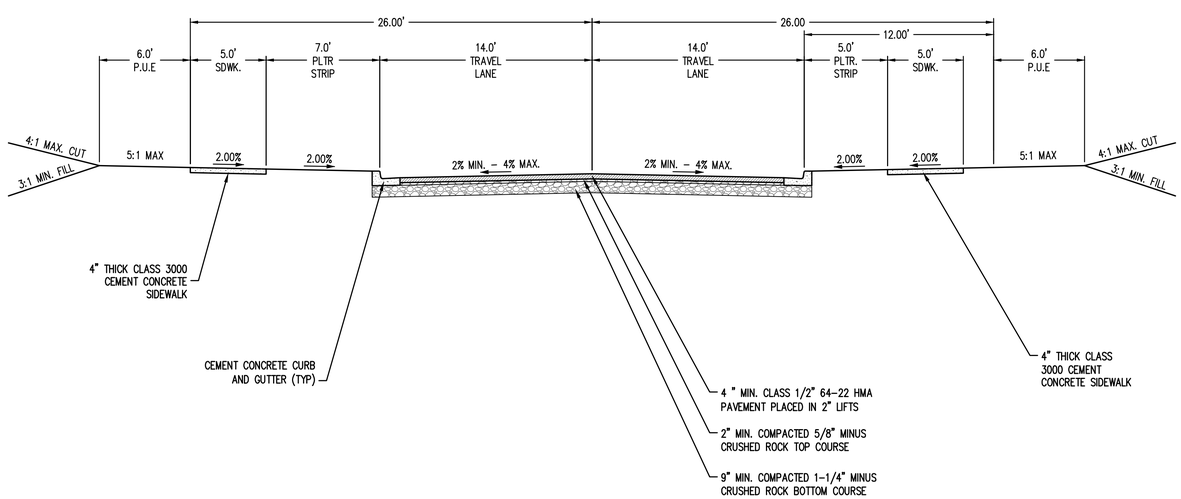
PRELIMINARY STREET PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON



JOB NUMBER:	12533
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DRAWN BY:	JLV
CHECKED BY:	CJS

P7.0

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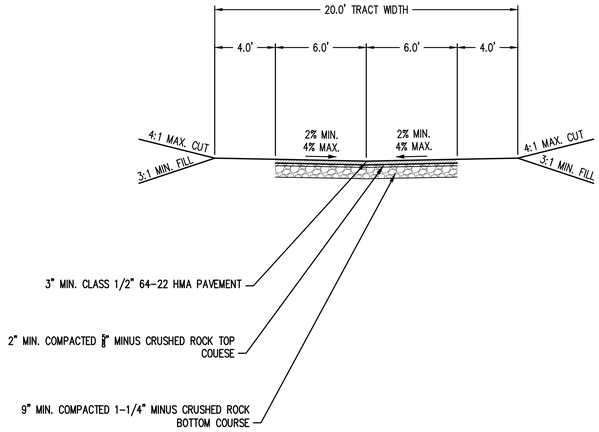


NOTES:
1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. PARKING ONLY ALLOWED ON ONE SIDE OF THE STREET.

1 2 LANE LOCAL (52' R.O.W)

Scale: 1" = 5'

NE 41ST AVENUE: STA 4+15.10 – STA 7+56.50
NE 40TH AVENUE: STA 10+00.00 – STA 12+09.00
NE 275TH AVENUE: STA 10+00.00 – STA 16+32.00

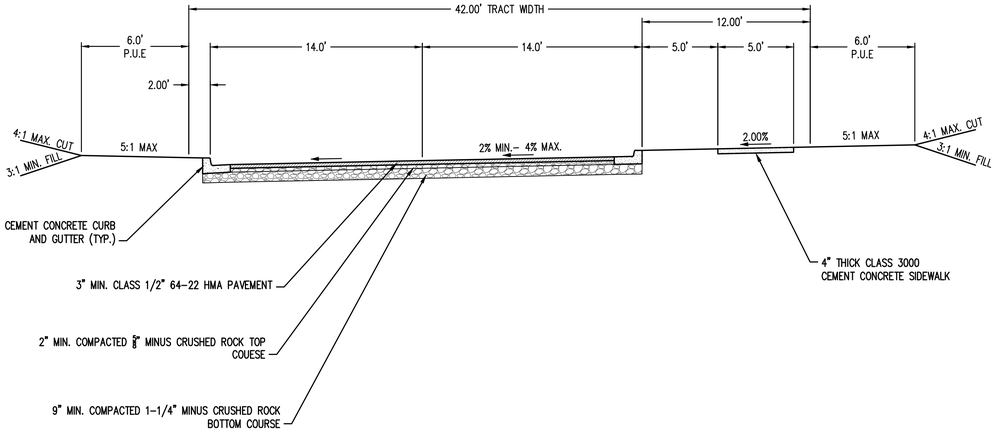


NOTES:
1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. ACCESS TO FOUR OR LESS DWELLING UNITS.
4. TRACT WIDTH AND PAVEMENT WIDTH MAY BE INCREASED FOR FIRE AND/OR GARBAGE/RECYCLING ACCOMMODATIONS WHEN THIS IS THE SOLE ACCESS TO ONE OR MORE LOTS.

2 PRIVATE STREET - A

Scale: 1" = 5'

(INVERT SECTION)
TRACT B: STA 10+00.00 – STA 11+51.00

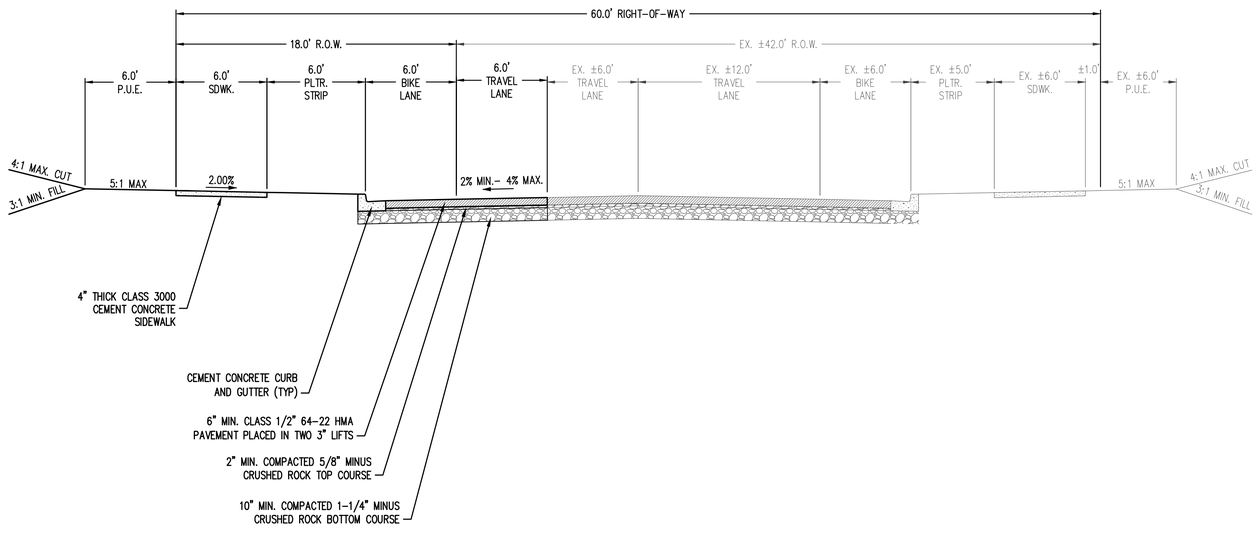


NOTES:
1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. ACCESS TO FIVE OR MORE DWELLING UNITS, GREATER THAN 100', AND NOT OVER 300' IN LENGTH.

3 PRIVATE STREET - B

Scale: 1" = 5'

(SHED SECTION)
TRACT C: STA 10+00.00 – STA 11+51.00



NOTES:
1. STREET SECTION DEPTHS SHOWN ARE ABSOLUTE MINIMUMS. ALL STREET SECTION DIMENSIONS TO BE CALCULATED BASED ON THE SITE SOIL CONDITION BY A LICENSED STATE OF WASHINGTON ENGINEER.
2. CROSS-SLOPE APPLIES TO CROWN OR SHED STREETS.
3. LEFT TURN LANES ARE REQUIRED AT INTERSECTIONS.
4. MINIMUM CURB RETURN RADIUS SHALL BE 35'.
5. NO PARKING, MARGINAL ACCESS STREET, NO NEW RESIDENTIAL DRIVEWAYS ALLOWED.

4 2 LANE COLLECTOR (60' R.O.W)

Scale: 1" = 5'

NE WOODBURN DRIVE

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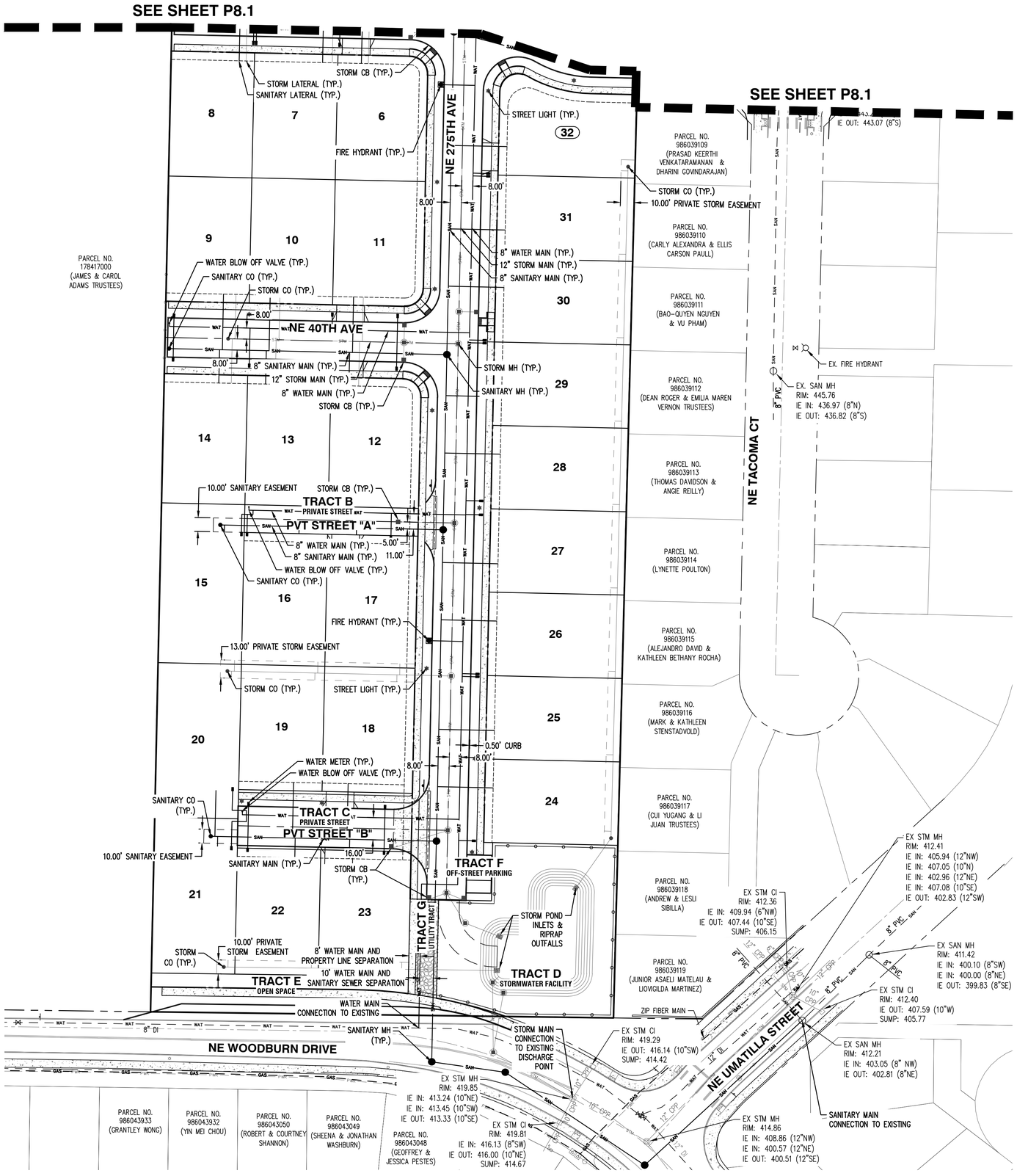
PRELIMINARY STREET DETAILS
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON



JOB NUMBER:	12533
DATE:	4/14/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P7.1

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GENERAL NOTES

1. ALL LOTS TO RECEIVE INDIVIDUAL SERVICE CONNECTIONS.
2. SANITARY MAINLINE TO CONNECT TO EXISTING PUBLIC SANITARY LINE ON NE UMATILLA STREET.
3. WATER MAINLINE TO CONNECT TO EXISTING 8" PUBLIC WATER LINE IN NE WOODBURN DRIVE AND NE 41ST AVENUE.
4. SANITARY AND WATER DESIGNED AT THE TIME OF FINAL ENGINEERING.
5. SEE SHEETS P9.0 – P9.1 FOR PRELIMINARY STORMWATER PLAN.
6. NO SEPTIC SYSTEMS ARE PROPOSED ON SITE.
7. NFPA 13D RESIDENTIAL FIRE SPRINKLERS REQUIRED IN ALL DWELLINGS. ALL GARAGES WITH SIDEWALL COVERAGE ON THE WARM WALLS UTILIZING DRY-HEADS AND OR DRY-HEADS IN THE CEILING IF WARM LIVING SPACE EXISTS ABOVE THE GARAGE, ALL ROOMS ACCESSED FROM INSIDE THE GARAGE, ALL BATHROOMS, ALL CLOSETS, AND ALL OUTDOOR COVERED LIVING/KITCHEN AREAS.
8. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET STORMWATER & ACCESS EASEMENT TO THE CITY OF CAMAS.
9. TRACT G TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY SEWER, WATER, & ACCESS EASEMENT TO THE CITY OF CAMAS.

N

SCALE: 1"= 40 FEET

40 0 8 20 40

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PRELIMINARY COMPOSITE UTILITY PLAN

UHACZ SUBDIVISION

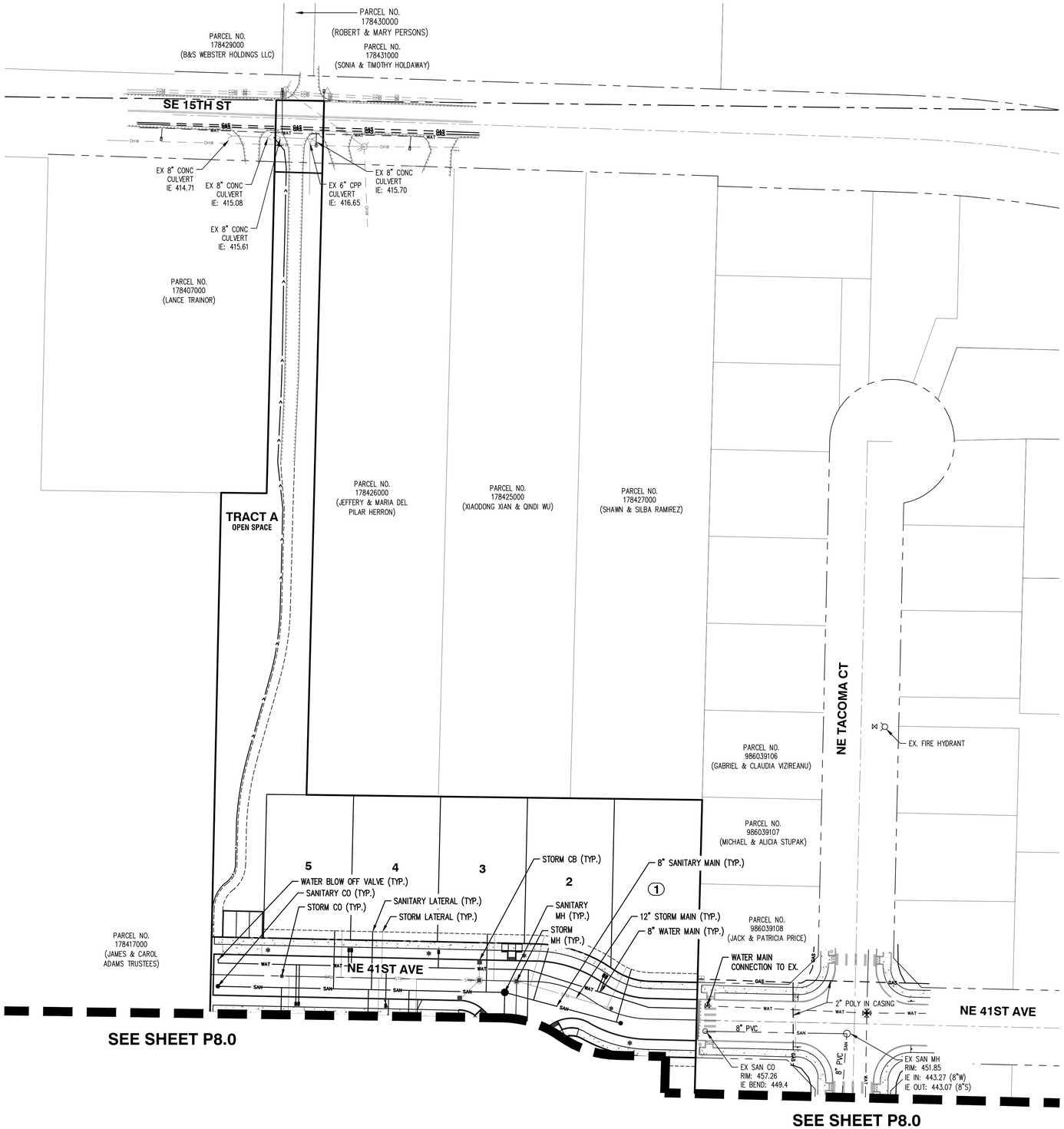
ROMANO CAPITAL, INC
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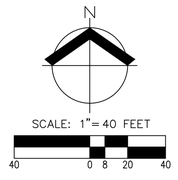
P8.0

AKS DRAWING FILE: 12533 P8 UTILDWG | LAYOUT: P8.0



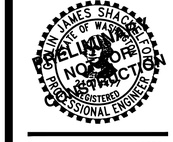
GENERAL NOTES

1. ALL LOTS TO RECEIVE INDIVIDUAL SERVICE CONNECTIONS.
2. SANITARY MAINLINE TO CONNECT TO EXISTING PUBLIC SANITARY LINE ON NE UMATILLA STREET.
3. WATER MAINLINE TO CONNECT TO EXISTING 8" PUBLIC WATER LINE IN NE WOODBURN DRIVE AND NE 41ST AVENUE.
4. SANITARY AND WATER DESIGNED AT THE TIME OF FINAL ENGINEERING.
5. SEE SHEETS P9.0 – P9.1 FOR PRELIMINARY STORMWATER PLAN.
6. NO SEPTIC SYSTEMS ARE PROPOSED ON SITE.
7. NFPA 13D RESIDENTIAL FIRE SPRINKLERS REQUIRED IN ALL DWELLINGS. ALL GARAGES WITH SIDEWALL COVERAGE ON THE WARM WALLS UTILIZING DRY-HEADS AND OR DRY-HEADS IN THE CEILING IF WARM LIVING SPACE EXISTS ABOVE THE GARAGE, ALL ROOMS ACCESSED FROM INSIDE THE GARAGE, ALL BATHROOMS, ALL CLOSETS, AND ALL OUTDOOR COVERED LIVING/KITCHEN AREAS.
8. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET STORMWATER & ACCESS EASEMENT TO THE CITY OF CAMAS.
9. TRACT G TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY SEWER, WATER, & ACCESS EASEMENT TO THE CITY OF CAMAS.



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PRELIMINARY COMPOSITE UTILITY PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON



JOB NUMBER:	12533
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P8.1

SEE SHEET P9.1

SEE SHEET P9.1

PARCEL NO. 178417000 (JAMES & CAROL ADAMS TRUSTEES)

PARCEL NO. 986039109 (PRASAD KEERTHI VENKATARAMANAN & DHARINI GOVINDARAJAN)

PARCEL NO. 986039110 (CARLY ALEXANDRA & ELLIS CARSON PAULL)

PARCEL NO. 986039111 (BAO-QUYEN NGUYEN & VU PHAM)

PARCEL NO. 986039112 (DEAN ROGER & EMILIA MAREN VERNON TRUSTEES)

PARCEL NO. 986039113 (THOMAS DAVIDSON & ANGIE REILLY)

PARCEL NO. 986039114 (LYNETTE POULTON)

PARCEL NO. 986039115 (ALEJANDRO DAVID & KATHLEEN BETHANY ROCHA)

PARCEL NO. 986039116 (MARK & KATHLEEN STENSTADVOLD)

PARCEL NO. 986039117 (CUI YUGANG & LI JUAN TRUSTEES)

PARCEL NO. 986039118 (ANDREW & LESLIE SIBILLA)

PARCEL NO. 986039119 (JUNIOR ASAELI MATELAU & LIOVIGILDA MARTINEZ)

PARCEL NO. 986043933 (GRANTLEY WONG)

PARCEL NO. 986043932 (YIN MEI CHOU)

PARCEL NO. 986043050 (ROBERT & COURTNEY SHANNON)

PARCEL NO. 986043049 (SHEENA & JONATHAN WASHBURN)

PARCEL NO. 986043048 (GEOFFREY & JESSICA PESTES)

NE 40TH AVE

NE 275TH AVE

NE TACOMA CT

NE UMATILLA STREET

NE WOODBURN DRIVE

TRACT B
PRIVATE STREET A

TRACT C
PRIVATE STREET B

TRACT D
STORMWATER

TRACT E
OPEN SPACE

TRACT F
OFF-STREET PARKING

TRACT G
UTILITY TRACT

PRIVATE 10.00' STORMWATER EASEMENT

PRIVATE 8" STORMWATER LINE TO COLLECT ROOF & YARD RUNOFF

PRIVATE 13.00' STORMWATER EASEMENT

STORMWATER CLEANOUT (TYP.)

12" STORMWATER MAIN (TYP.)

STORMWATER MANHOLE (TYP.)

STORMWATER AREA DRAIN

STORMWATER LATERAL (TYP.)

STORMWATER CURB INLET CATCH BASIN (TYP.)

STORMWATER TREATMENT MANHOLE

STORMWATER DETENTION POND ACCESS ROAD

STORMWATER DETENTION POND INLETS & RIPRAP OUTFALLS

STORMWATER POND OUTLET & FLOW CONTROL MH

STORMWATER POND OVERFLOW MH

EX. STM CI TO RECEIVE RUNOFF FROM NE WOODBURN DR WIDENING
RIM: 419.29
IE OUT: 416.14 (10"SW)
SUMP: 414.42

STORMWATER POINT OF CONNECTION

EX. STM MH
RIM: 419.85
IE IN: 413.24 (10"NE)
IE IN: 413.45 (10"SW)
IE OUT: 413.33 (10"SE)

EX. STM CI
RIM: 419.81
IE IN: 416.13 (8"SW)
IE OUT: 416.00 (10"NE)
SUMP: 414.67

EX. STM CI
RIM: 412.36
IE IN: 409.94 (6"NW)
IE OUT: 407.44 (10"SE)
SUMP: 406.15

EX. STM MH
RIM: 412.41
IE IN: 405.94 (12"NW)
IE IN: 407.05 (10"N)
IE IN: 402.96 (12"NE)
IE IN: 407.08 (10"SE)
IE OUT: 402.83 (12"SW)

EX. STM CI
RIM: 412.40
IE OUT: 407.59 (10"W)
SUMP: 405.77

EX. STM MH
RIM: 414.86
IE IN: 408.86 (12"NW)
IE IN: 400.57 (12"NE)
IE OUT: 400.51 (12"SE)

LEGEND

EXISTING GROUND CONTOUR (2 FT)	348
EXISTING GROUND CONTOUR (10 FT)	350
FINISHED GRADE CONTOUR (2 FT)	348
FINISHED GRADE CONTOUR (10 FT)	350

GENERAL NOTES

1. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THE DEVELOPMENT ARE TO BE OWNED AND MAINTAINED BY THE HOA.
2. THE SITE IS NOT WITHIN OR ADJACENT TO A 100-YEAR FLOODPLAIN OR SHORELINE MANAGEMENT AREA.
3. AN EXISTING STORMWATER CONVEYANCE DITCH EXISTS ON SITE BUT WILL BE FILLED DURING GRADING OF THE SITE.
4. STORMWATER INFRASTRUCTURE EXISTS IN SE 15 STREET AND UNDER EXISTING CONDITIONS RECEIVES RUNOFF FROM THE ON SITE TRAIL. A DITCH WILL BE CONSTRUCTED ALONG THE PEDESTRIAN PATH IN TRACT A TO CONTINUE TO CONVEY RUNOFF INTO CULVERTS IN SE 15TH STREET.
5. STORMWATER INFRASTRUCTURE EXISTS IN NE WOODBURN DRIVE AND AN EXISTING CURB INLET SHALL RECEIVE RUNOFF FROM THE NE WOODBURN DRIVE FRONTAGE IMPROVEMENTS.
6. RUNOFF FROM SE 15TH STREET & NE WOODBURN DRIVE DOES NOT CONTRIBUTE TO ON-SITE FLOWS.
7. NO WELLS, AGRICULTURAL DRAIN TILES, POTENTIAL SLOPE INSTABILITY, OR DRAIN FIELDS EXIST ON SITE.
8. NO FLOODPLAIN, FLOODWAYS, WETLANDS OR SHORELINE EXIST ON-SITE.
9. RUNOFF FROM ROOF AREAS FOR ALL LOTS TO DRAIN TO A STORMWATER LATERAL.
10. TRACT D TO BE COVERED IN ITS ENTIRETY BY A BLANKET STORMWATER & ACCESS EASEMENT TO THE CITY OF CAMAS.
11. TRACT G TO BE COVERED IN ITS ENTIRETY BY A BLANKET SANITARY SEWER, WATER, & ACCESS EASEMENT TO THE CITY OF CAMAS.

N

SCALE: 1"= 40 FEET

40 0 8 20 40

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VANCOUVER, WA 98682
360-882-0419
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PRELIMINARY STORMWATER PLAN

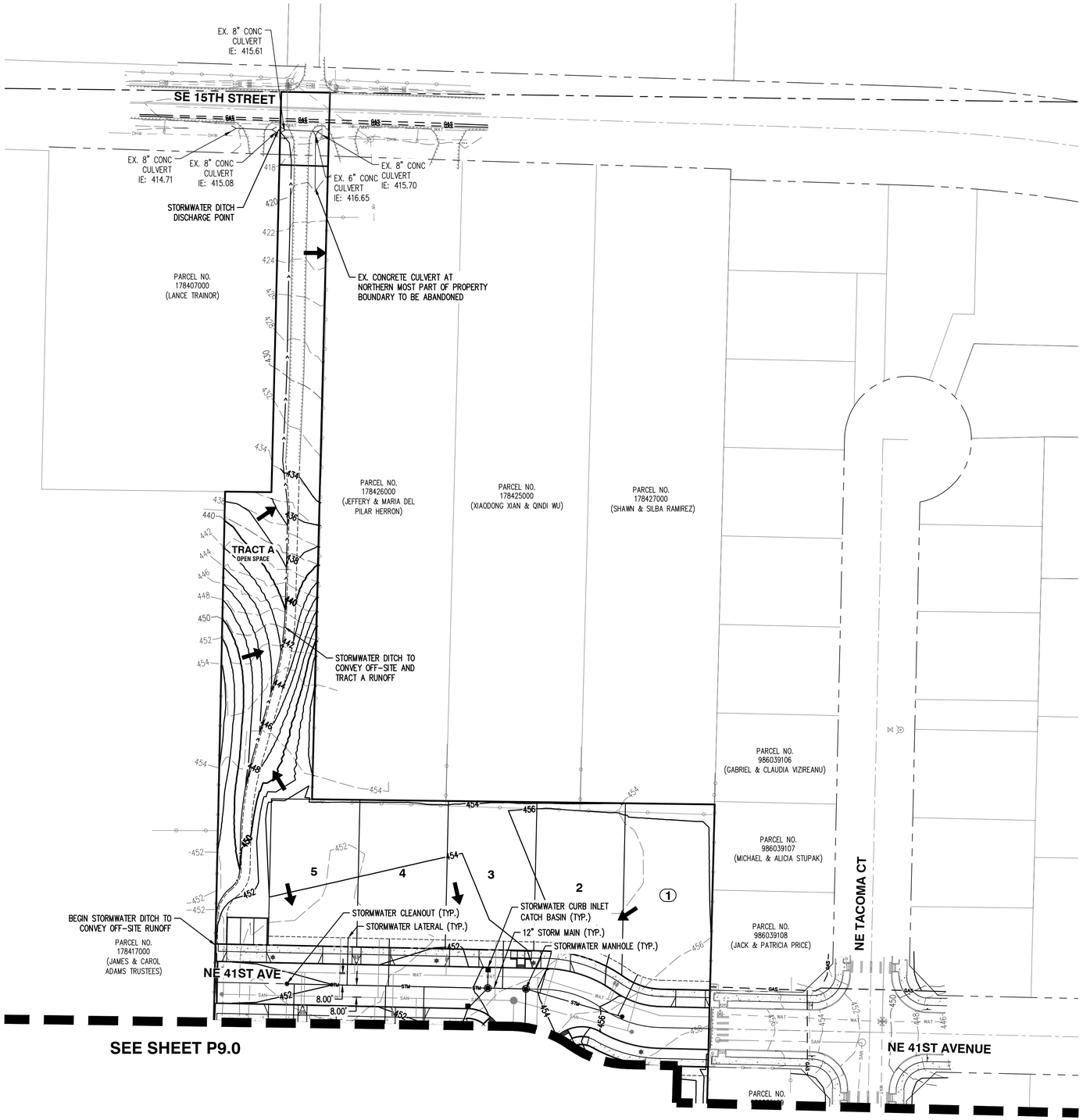
UHACZ SUBDIVISION

ROMANO CAPITAL, INC
CAMAS, WASHINGTON

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DRAWN BY:	JLV
CHECKED BY:	CJS

P9.0

AKS DRAWING FILE: 12533 P9 STM.DWG | LAYOUT: P9.0



LEGEND

EXISTING GROUND CONTOUR (2 FT)	348
EXISTING GROUND CONTOUR (10 FT)	350
FINISHED GRADE CONTOUR (2 FT)	348
FINISHED GRADE CONTOUR (10 FT)	350

GENERAL NOTES

1. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THE DEVELOPMENT ARE TO BE OWNED AND MAINTAINED BY THE HOA.
2. THE SITE IS NOT WITHIN OR ADJACENT TO A 100-YEAR FLOODPLAIN OR SHORELINE MANAGEMENT AREA.
3. AN EXISTING STORMWATER CONVEYANCE DITCH EXISTS ON SITE BUT WILL BE FILLED DURING GRADING OF THE SITE.
4. STORMWATER INFRASTRUCTURE EXISTS IN SE 15 STREET AND UNDER EXISTING CONDITIONS RECEIVES RUNOFF FROM THE ON SITE TRAIL. A DITCH WILL BE CONSTRUCTED ALONG THE PEDESTRIAN PATH IN TRACT A TO CONTINUE TO CONVEY RUNOFF INTO CULVERTS IN SE 15TH STREET.
5. STORMWATER INFRASTRUCTURE EXISTS IN NE WOODBURN DRIVE AND AN EXISTING CURB INLET SHALL RECEIVE RUNOFF FROM THE NE WOODBURN DRIVE FRONTAGE IMPROVEMENTS.
6. RUNOFF FROM SE 15TH STREET & NE WOODBURN DRIVE DOES NOT CONTRIBUTE TO ON-SITE FLOWS.
7. NO WELLS, AGRICULTURAL DRAIN TILES, POTENTIAL SLOPE INSTABILITY, OR DRAIN FIELDS EXIST ON SITE.
8. NO FLOODPLAIN, FLOODWAYS, WETLANDS OR SHORELINE EXIST ON-SITE.
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N

SCALE: 1"=40 FEET

40 0 8 20 40

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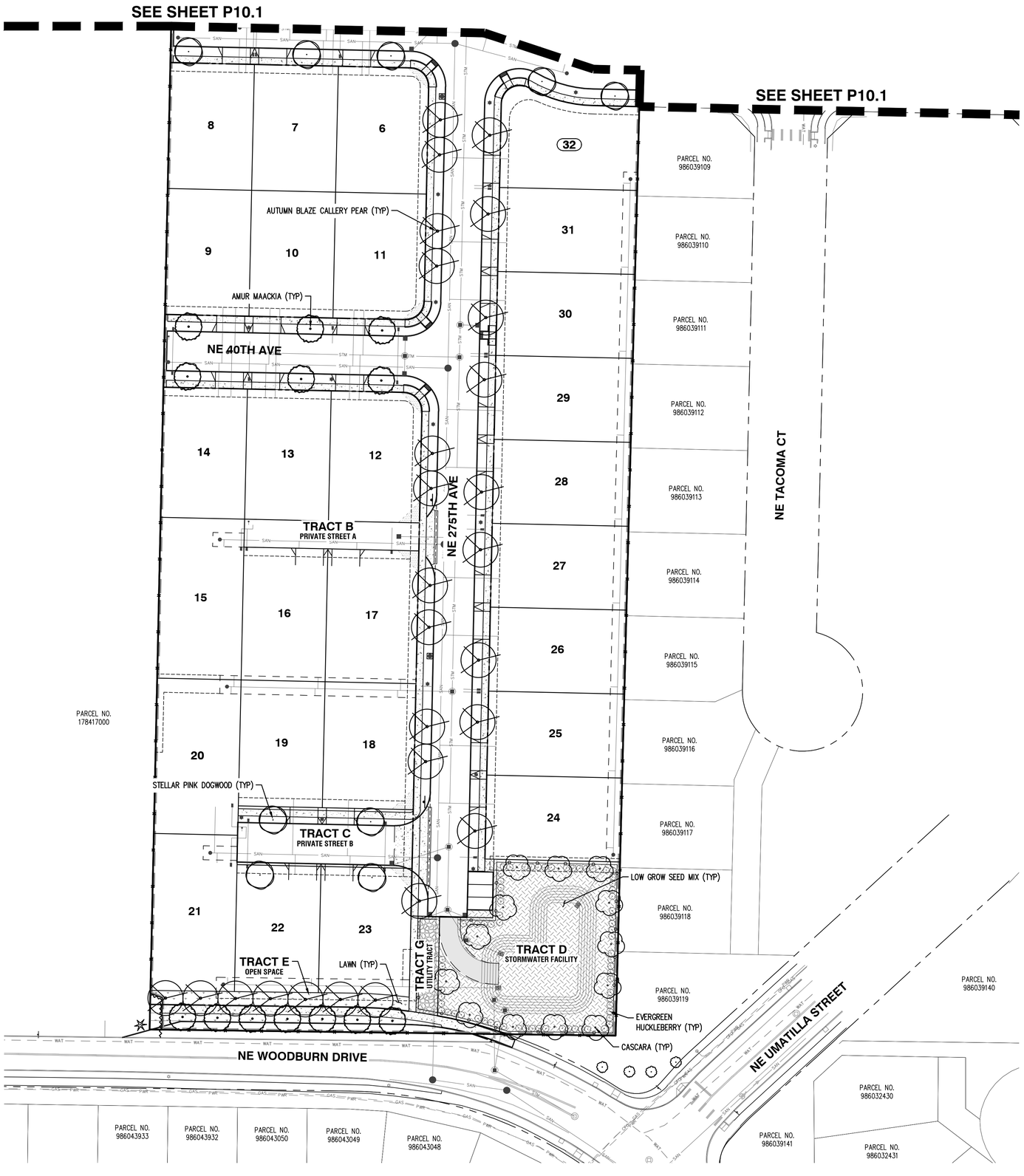
PRELIMINARY STORMWATER PLAN
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CAMAS, WASHINGTON

JAMES SHACKLEFORD — STATE OF WASHINGTON — 24010 — REGISTERED PROFESSIONAL ENGINEER
SIGNATURE NOT FOR CONSTRUCTION

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P9.1

AKS DRAWING FILE: 12533 P9 STM.DWG | LAYOUT: P9.1



PRELIMINARY PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
TREES					
	12	CALOCEDRUS DECURRENS	INCENSE CEDAR	6' HT. B&B	AS SHOWN
	23	CORNUS X 'RUTGAN'	STELLAR PINK DOGWOOD	2" CAL. B&B	AS SHOWN
	33	MAACKIA AMURENSIS	AMUR MAACKIA	2" CAL. B&B	AS SHOWN
	4	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	6' HT. B&B	AS SHOWN
	27	PYRUS CALLERYANA 'AUTUMN BLAZE'	AUTUMN BLAZE CALLERY PEAR	2" CAL. B&B	AS SHOWN
	15	RHAMNUS PURSHIANA	CASCARA	2" CAL. B&B	AS SHOWN
	2	THUJA PLICATA 'EXCELSA'	EXCELSA WESTERN RED CEDAR	6' HT. B&B	AS SHOWN

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
SHRUBS					
	6	MAHONIA AQUIFOLIUM	OREGON GRAPE	2 GAL. CONT.	48" o.c.
	72	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	2 GAL. CONT.	60" o.c.

GROUND COVERS

	26,461 SF±	LAWN
	12,542 SF±	LOW GROW SEED MIX

TREE DENSITY CALCULATIONS

GROSS AREA:	6.98 AC
OPEN SPACE:	0.59 AC
EXCLUDED ROW AREA:	0.03 AC
NET AREA:	6.35 AC
TOTAL TREE UNITS REQUIRED (20/AC):	127
EXISTING TREES RETAINED/(TREE UNITS):	3/(11)
MINIMUM # OF TREES TO PLANT/(TREE UNITS):	116/(116)
PROPOSED # OF TREES TO PLANT:	116

GENERAL NOTE

REFER TO SHEET P10.1 FOR GENERAL LANDSCAPE NOTES.

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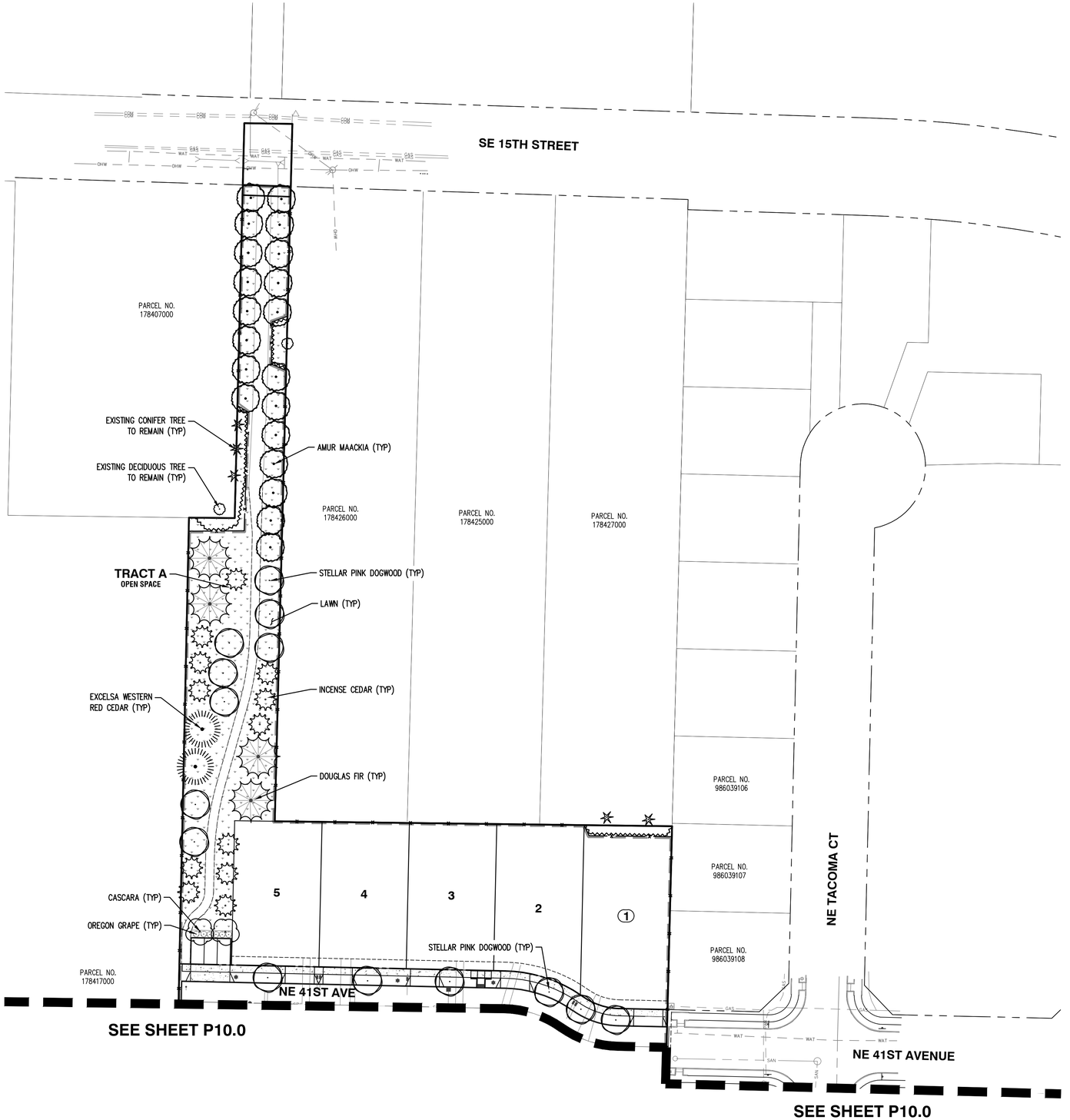
PRELIMINARY LANDSCAPE PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BALLOU
LICENSED LANDSCAPE ARCHITECT
EXP. 12/21/2026
PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	12533
DATE:	4/14/2026
DESIGNED BY:	BNF
DRAWN BY:	BNF
CHECKED BY:	TEB

P10.0

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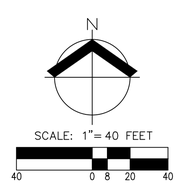


PRELIMINARY PLANT KEY

SYMBOL	BOTANICAL / COMMON NAME
TREES	
	CALOCEDRUS DECURRENS INCENSE CEDAR
	CORNUS X 'RUTGAN' STELLAR PINK DOGWOOD
	MAACKIA AMURENSIS AMUR MAACKIA
	PSEUDOTSUGA MENZIESII DOUGLAS FIR
	PYRUS CALLERYANA 'AUTUMN BLAZE' AUTUMN BLAZE CALLERY PEAR
	RHAMNUS PURSHIANA CASCARA
	THUJA PLICATA 'EXCELSA' EXCELSA WESTERN RED CEDAR
SHRUBS	
	MAHONIA AQUIFOLIUM OREGON GRAPE
	VACCINIUM OVATUM EVERGREEN HUCKLEBERRY
GROUND COVERS	
	LAWN
	LOW GROW SEED MIX

PRELIMINARY LANDSCAPE NOTES

1. LANDSCAPE PLAN IS PRELIMINARY AND INTENDED TO SHOW DESIGN INTENT ONLY. REVISIONS OR SUBSTITUTIONS, INCLUDING CHANGES TO PLANT LOCATION, QUANTITIES, TYPES, AND SIZES MAY BE NECESSARY PRIOR TO FINAL APPROVAL BASED ON PLANT AVAILABILITY, SITE CONDITIONS, UTILITY CONFLICTS, ETC. ALL SUBSTITUTIONS SHALL CONFORM TO CITY OF CAMAS LANDSCAPE DESIGN STANDARDS. STREET TREES WILL BE UPDATED TO AVOID FUTURE DRIVEWAY DROPS.
2. ALL PLANTS AND PLANTINGS SHALL CONFORM TO CITY OF CAMAS DESIGN STANDARDS AND TO AMERICAN NURSERY STANDARDS ANSI Z60.1. PLANT IN ACCORDANCE WITH ACCEPTED BEST-PRACTICE INDUSTRY STANDARDS SUCH AS THOSE ADOPTED BY THE WASHINGTON ASSOCIATION OF LANDSCAPE PROFESSIONALS (WALP).
3. CENTER TREES IN PLANTER STRIPS AND LANDSCAPE PLANTING BEDS WHERE POSSIBLE. KEEP OTHER TREE TRUNKS 3' O.C. MINIMUM FROM CURBS, SIDEWALKS, AND OTHER PAVING OR CENTERED IN PLANTING ISLAND. KEEP SHRUBS AND GROUNDCOVER A MINIMUM OF 24" O.C. FROM PAVING AND 3' O.C. FROM TREES. ADJUST PLANTINGS AS NECESSARY ON SITE TO AVOID CONFLICT WITH UTILITIES, HYDRANTS, DRIVE WAYS, LIGHT POLES, METERS, ETC..
4. HATCHED AREAS ARE MEANT TO CONVEY GENERAL PLANT LOCATION. PLANT COVERAGE, SPACING, AND LAYOUT SHALL BE CONSISTENT WITH THE SPACING LISTED IN THE PLANT LEGEND FOR FULL COVERAGE.
5. MULCH: APPLY 3" DEEP WELL-AGED MEDIUM GRIND OR SHREDDED DARK HEMLOCK BARK MULCH UNDER AND AROUND ALL TREES AND SHRUBS IN PLANTER STRIP AREAS NOT INCLUDED AS STORMWATER FACILITIES OR LAWN. WHERE TREES ARE IN LAWN AREAS, A MINIMUM 3' DIAMETER MULCH RING SHALL BE USED AROUND THE TREE TO PROTECT THE TRUNK FROM MOWER DAMAGE. CARE SHALL BE TAKEN TO AVOID COVERING FOLIAGE OR ROOT CROWNS OF PLANTS. PLANTS SHALL BE PLANTED AT A DEPTH TO ACCOMMODATE BARK MULCH APPLICATION.
6. IRRIGATION FOR HEALTHY PLANT ESTABLISHMENT AND SURVIVAL IS RECOMMENDED AND SHALL BE 'DESIGN-BUILD' BY LANDSCAPE CONTRACTOR.



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VANCOUVER, WA 98682
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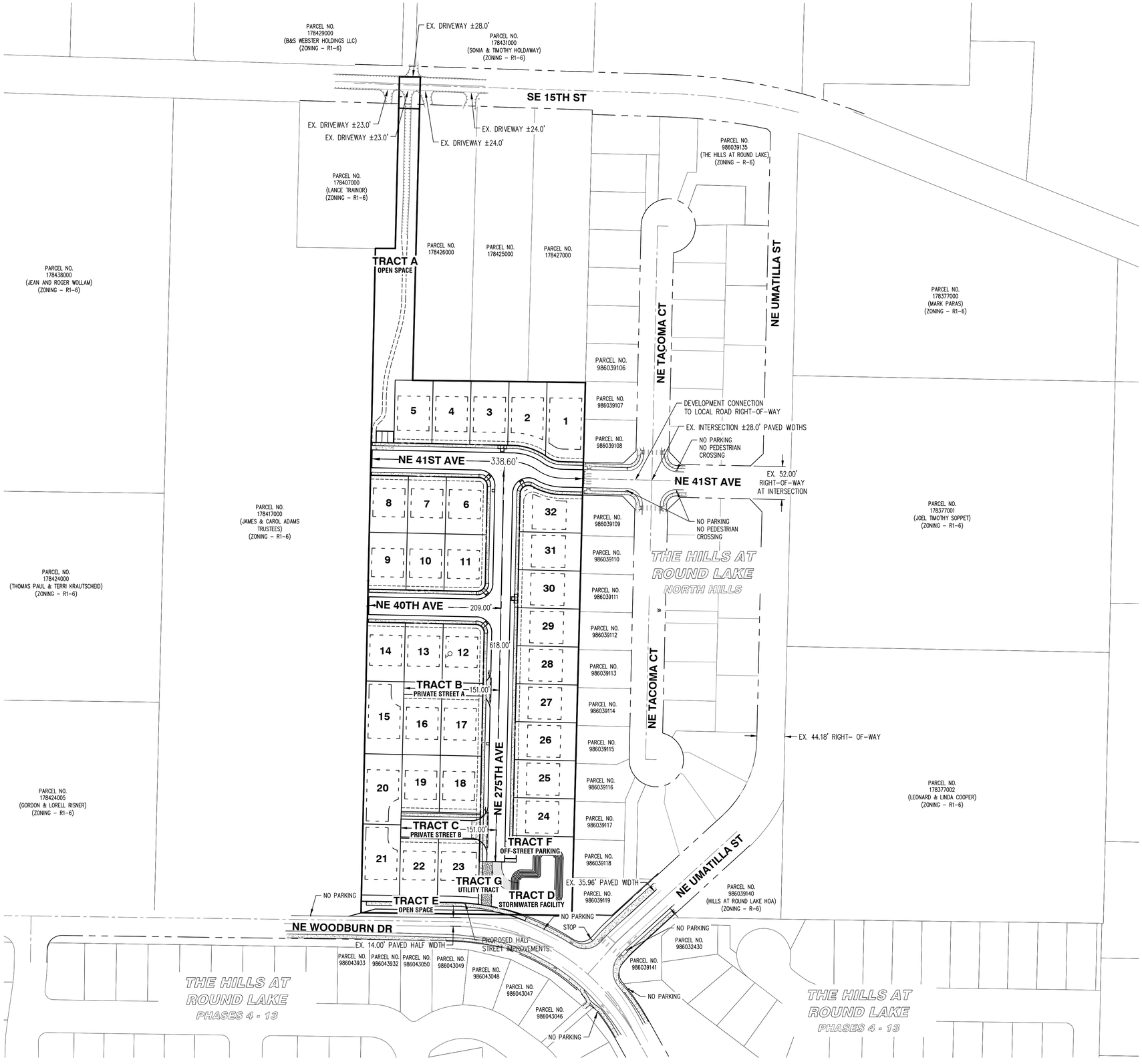
PRELIMINARY LANDSCAPE PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BARNES
PRELIMINARY NOT FOR CONSTRUCTION
LICENSED LANDSCAPE ARCHITECT
EXP. 12/21/2026

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DESIGNED BY:	BNF
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CHECKED BY:	TEB

P10.1

AKS DRAWING FILE: 12533 P10 LAND.DWG | LAYOUT: P10.1



GENERAL NOTES

1. SEE SHEET P7.0 TO P7.1 FOR PROPOSED ROADWAY DIMENSIONS AND TURNING RADII.

N

SCALE: 1" = 80 FEET

80 0 16 40 80

ORIGINAL PAGE SIZE: 22" x 34"

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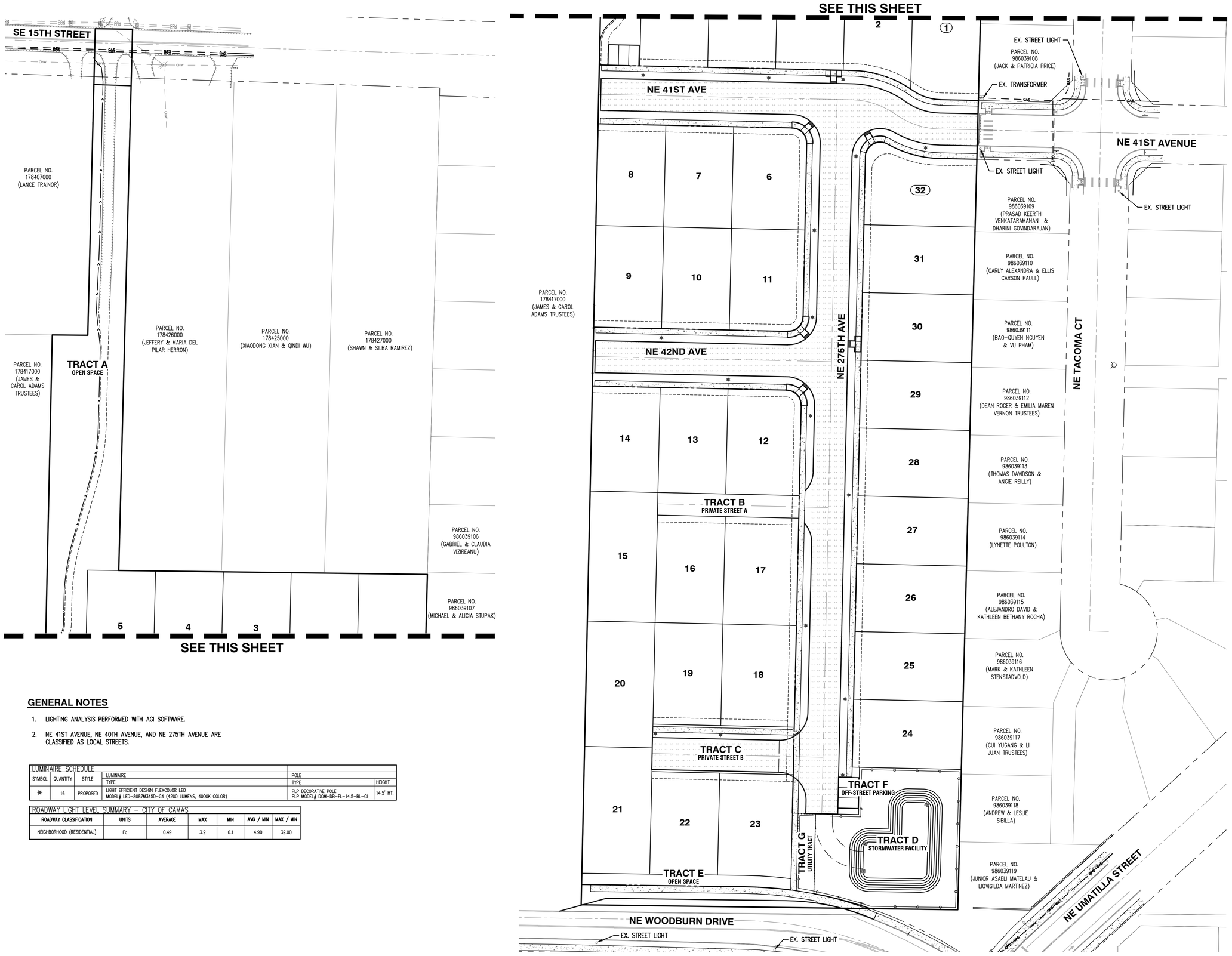
PRELIMINARY CIRCULATION PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

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DRAWN BY:	JLV
CHECKED BY:	CJS

P11.0

AKS DRAWING FILE: 12533 P11 CIRCLOWG | LAYOUT: P11.0



GENERAL NOTES

1. LIGHTING ANALYSIS PERFORMED WITH AGI SOFTWARE.
2. NE 41ST AVENUE, NE 40TH AVENUE, AND NE 275TH AVENUE ARE CLASSIFIED AS LOCAL STREETS.

LUMINAIRE SCHEDULE

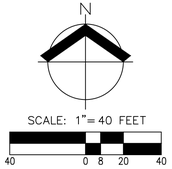
SYMBOL	QUANTITY	STYLE	LUMINAIRE TYPE	POLE TYPE	POLE HEIGHT
✱	16	PROPOSED	LIGHT EFFICIENT DESIGN FLEXCOLOR LED MODEL# LED-8087M345D-G4 (4200 LUMENS, 4000K COLOR)	PLP DECORATIVE POLE PLP MODEL# DOM-DB-FL-14.5-BL-CI	14.5' HT.

ROADWAY LIGHT LEVEL SUMMARY – CITY OF CAMAS

ROADWAY CLASSIFICATION	UNITS	AVERAGE	MAX	MIN	AVG / MIN	MAX / MIN
NEIGHBORHOOD (RESIDENTIAL)	Fc	0.49	3.2	0.1	4.90	32.00

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9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360-882-0419
WWW.AKS-ENG.COM

PRELIMINARY STREET LIGHTING PLAN
UHACZ SUBDIVISION
ROMANO CAPITAL, INC
CAMAS, WASHINGTON



JOB NUMBER:	12533
DATE:	4/14/2026
DESIGNED BY:	JTG
DRAWN BY:	JLV
CHECKED BY:	CJS

P12.0

AKS DRAWING FILE: 12533 P12 LIGHTING | LAYOUT: P12.0

COMMUNITY DEVELOPMENT DEPARTMENT
616 NE 4th Avenue
Camas, WA 98607
www.ci.camas.wa.us

May 5, 2026

AKS Engineering & Forestry LLC
9600 NE 126th Ave Suite 2520
Vancouver, WA 98682

RE: Uhacz Subdivision (SUB26-1011) Application Completeness Review

Dear AKS Engineering & Forestry LLC,

The purpose of this letter is to inform you that the above application submitted on 3/13/2026, and resubmitted on 4/15/2026, has been deemed complete in accordance with Camas Municipal Code (CMC) Section 18.55.130. Staff will begin reviewing the application and contact you should we have questions/comments.

If you have any questions, please email me: mcoulter@cityofcamas.us

Respectfully,

Madeline Coulter

Madeline Coulter, AICP
Planner

4. Geotechnical Soil Analysis Report

Report of Geotechnical Engineering Services

Uhacz Development

Camas, Washington

June 17, 2025

Geotechnical ■ Environmental ■ Special Inspections

Columbia West

Engineering, Inc



Geotechnical ▪ Environmental ▪ Special Inspections
Columbia West Engineering, Inc

Vancouver, Washington • Phone: 360-823-2900
Portland, Oregon • Phone: 971-384-1666
www.columbia-west.com

June 17, 2025

Romano Development, Inc.
4660 NE 77th Avenue, Suite 200
Vancouver, WA 98662

Attn: Stacey Shields and Dominic Maiello

Re: Report of Geotechnical Engineering Services
Uhacz Development
27429 SE 15th Street
Camas, Washington
CWE Project: Romano-8-01-1

Columbia West Engineering, Inc. (Columbia West) is pleased to present this geotechnical report for the proposed Uhacz Development in Camas, Washington. Our services were conducted in accordance with the Annual Master Services Agreement dated June 16, 2023, and the Work Order for Environmental Services dated May 5, 2025, between Romano Development, Inc. and Columbia West.

We appreciate the opportunity to work on the project. Please contact us if you have any questions regarding this report.

Sincerely,

Nick Paveglio, PE
Principal Engineer

NNP:kat
Attachments
Document ID: Romano-8-01-1-061725-geor.docx



Signed 06/17/2025

EXECUTIVE SUMMARY

This section provides a summary of the geotechnical considerations associated with the proposed Uhacz Development in Camas, Washington. Our conclusions and recommendations are based on the subsurface information presented in the report and proposed development information provided by the design team. A detailed discussion of the geotechnical considerations summarized herein is presented in respective sections of the report.

- Structures associated with the development can be supported on conventional spread footings bearing on firm, native soil or structural fill overlying firm, native soil.

- Based on the soil and groundwater conditions at the site, seismic settlement and lateral spreading are not design considerations for the project.

- The on-site soil will generally provide poor support for construction equipment during the wet construction season. Subgrade protection during construction will be important. Granular haul roads and working pads should be employed if earthwork occurs during the wet season or when the subgrade is wet of optimum moisture content.

- Moisture conditioning will be required to use the on-site soil as structural fill. Accordingly, extended dry weather will be required to adequately condition and place the silt as structural fill. It will be difficult, if not impossible, to adequately compact the on-site soil during the rainy season or during prolonged periods of rainfall.

- Due to the sloping topography, silty subsurface soil, and perched groundwater encountered in our test pits, perimeter building foundation drains are recommended for all structures at the site.

- Dewatering may be required in portions of the site, particularly in cut areas.

- Based on the soil and groundwater conditions, infiltration systems are not feasible at the site.

TABLE OF CONTENTS

ABBREVIATIONS AND ACRONYMS

1.0 INTRODUCTION 1
2.0 PURPOSE AND SCOPE 1
3.0 SITE CONDITIONS 2
- 3.1 Geology 2
- 3.2 Surface Conditions 2
- 3.3 Subsurface Conditions 2
- 3.4 Infiltration Testing 3
- 3.5 Geologic Hazards 4

4.0 DESIGN 5
- 4.1 Static Settlement Considerations 5
- 4.2 Foundation Support 6
- 4.3 Floor Slabs 7
- 4.4 Seismic Design Criteria 7
- 4.5 Retaining Structures 8
- 4.6 Pavement 9
- 4.7 Drainage 11
- 4.8 Permanent Slopes 11

5.0 CONSTRUCTION 11
- 5.1 Site Preparation 11
- 5.2 Construction Traffic and Staging 13
- 5.3 Excavation 13
- 5.4 Construction Dewatering 14
- 5.5 Materials 15
- 5.6 Erosion Control 21

6.0 OBSERVATION OF CONSTRUCTION 21
7.0 LIMITATIONS 21

REFERENCES 23

FIGURES
- Vicinity Map Figure 1
- Site Plan Figure 2
- Surcharge-Induced Lateral Earth Pressures Figure 3
- Typical Perforated Drainpipe Trench Detail Figure 4
- Typical Cut and Fill Cross Section Figure 5

APPENDICES
- Appendix A
  - Field Explorations A-1
  - Exploration Legend
  - Soil Classification System
  - Test Pit Logs

TABLE OF CONTENTS

APPENDICES (continued)

Appendix B

Laboratory Testing B-1

Moisture Content, Percent Passing No. 200 Sieve by Washing

Atterberg Limits Report

Appendix C

Report Limitations and Important Information C-1

ABBREVIATIONS AND ACRONYMS

AC	asphalt concrete
AOS	apparent opening size
ASCE	American Society of Civil Engineers
ASTM	ASTM International
BGS	below ground surface
CSZ	Cascadia subduction zone
ESAL	equivalent single axle load
g	gravitational acceleration (32.2 feet/second^2)
HMA	hot mix asphalt
H:V	horizontal to vertical
IBC	International Building Code
in/hr	inch(es) per hour
km	kilometers
MCE	maximum considered earthquake
M_W	moment magnitude
NGVD	National Geodetic Vertical Datum
pcf	pounds per cubic foot
pci	pounds per cubic inch
PG	performance grade
psf	pounds per square foot
psi	pounds per square inch
USDA	U.S. Department of Agriculture
USGS	U.S. Geological Survey
WSS	Washington Standard Specifications for Road, Bridge, and Municipal Construction (2024)
WWHM	Western Washington Hydrology Model

REPORT OF GEOTECHNICAL ENGINEERING SERVICES
UHACZ DEVELOPMENT
CAMAS, WASHINGTON

1.0 INTRODUCTION

Columbia West is pleased to submit this geotechnical report for the proposed Uhacz Development in Camas, Washington. The approximately 6.8-acre site is located at 27429 SE 15th Street and is currently occupied by a single-family residence and several outbuildings. The site is shown relative to surrounding physical features on Figure 1. Figure 2 shows the existing conditions of the site. Abbreviations and acronyms used herein are defined immediately following the Table of Contents.

Development consists of a residential subdivision with approximately 30 lots. Associated infrastructure, including utilities, private roadways, and stormwater detention, will also be constructed as part of the development. Structures will be of wood-framed construction and lightly loaded. We estimate that column and wall loads will not exceed 20 kips and 4 kips per lineal foot, respectively. Slab loads are not expected to exceed 150 psf.

Based on topography at the site, we anticipate cuts and fills could be moderate and up to 10 feet each and retaining walls may be constructed in portions of the development. Based on our experience in the area and results of testing, infiltration of stormwater will not be feasible due to the fine-grained nature of the near-surface soil.

2.0 PURPOSE AND SCOPE

The purpose of our services was to provide geotechnical engineering recommendations for use in design and construction of the proposed project. Specifically, we completed the following tasks:

- Reviewed information available in Columbia West's files for the site vicinity.
- Coordinated and managed the field exploration program, which included locating utilities, coordinating site access, and scheduling subcontractors and Columbia West field staff.
- Excavated eight test pits to depths between 12 and 13.5 feet BGS.
- Performed infiltration testing in select test pits to evaluate on-site infiltration potential.
- Observed subsurface conditions, maintained continuous logs of the explorations, and collected soil samples at representative intervals.
- Performed a laboratory testing program using select soil samples collected from the explorations, which included the following:
  - Six moisture content determinations in general accordance with ASTM D2216
  - Five particle-size analyses in general accordance with ASTM D1140
  - Two Atterberg limits tests in general accordance with ASTM D4318
- Prepared this geotechnical report that summarizes our explorations, laboratory testing, and analyses and provides geotechnical design criteria and construction recommendations for the development, including information relating to the following:
  - Summary of soil and groundwater conditions at the site
  - Laboratory testing results
  - Settlement potential

- Seismic hazards
- Recommendations for shallow spread footings
- Recommendations for retaining walls, including lateral earth pressures, backfill, compaction, and drainage
- Recommendations for site preparation, including grading and drainage, stripping depths, fill type for imported material, compaction criteria, trench excavation and backfill, use of on-site soil, and wet/dry weather earthwork
- Recommendations for managing groundwater conditions that may affect the performance of structures and site improvements
- Recommendations for pavement sections and construction
- Code-based seismic design parameters in accordance with currently accepted design codes

3.0 SITE CONDITIONS

3.1 GEOLOGY

The near-surface geology at the site is mapped as Oligocene-aged basaltic andesite of Elkhorn Mountain. The unit is described as a sequence of lava flows and flow breccia composed of dark gray to brown, porphyritic to seriate to aphyric tholeiitic basaltic andesite and basalt. Individual flows are generally 15 to 25 feet thick and exhibit platy to blocky to columnar jointing. The unit locally includes minor volcaniclastic rocks too thin or poorly exposed to map (Evarts and O'Connor 2008).

The Web Soil Survey indicates that the surficial soil at the site consists of Olympic clay loam and Olympic stony loam generally consisting of 3 to 4 feet of clay loam underlain by gravelly clay loam (USDA 2025).

3.2 SURFACE CONDITIONS

The approximately 6.8-acre site is located at 27429 SE 15th Street in the north portion of Camas, Washington. The property is a "flag" lot with a narrow access road off of SE 15th Street. The property is generally open with the exception of a single-family residence and several outbuildings in the central portion. Vegetation generally consists of grass with occasional mature trees near the residence and along NE Woodburn Drive at the southern site boundary.

Topography at the site slopes downward to the north and south from a topographic high in the middle of the property near the residence. Elevations at the site range between approximately 430 and 460 (NGVD 29 (47)). The slope gradient in the north portion of the site is less than approximately 5 percent while maximum slopes in the south portion of the site approach 20 percent in isolated areas.

3.3 SUBSURFACE CONDITIONS

3.3.1 General

Subsurface conditions at the site were explored by excavating eight test pits (TP-1 through TP-8) to depths between 12 and 13.5 feet BGS. The exploration locations are shown on Figure 2. A description of the field exploration program and the exploration logs are presented in Appendix A. A description of the laboratory testing program and the testing results are presented in Appendix B. A summary of the subsurface conditions is presented below.

3.3.2 Subsurface Conditions

3.3.2.1 Topsoil and Root Zones

A 3- to- 4-inch-thick root zone within an approximately 8- to 12-inch-thick topsoil zone was encountered in all of the test pits completed at the site.

3.3.2.2 Low to Medium Plasticity Silt

Underlying the topsoil at the site is low to medium plasticity silt. The silt is typically medium stiff with some clay and variable proportions of sand. It is orange-brown-gray and moist. The low to medium plasticity silt generally extends to the maximum depths explored of 13.5 feet BGS in the north portion of the site and 7 to 10 feet BGS in the south portion of the site.

Laboratory testing indicates the moisture content of the low to medium plasticity silt ranged between 27 and 50 percent at the time of exploration.

3.3.2.3 High Plasticity Silt

High plasticity silt with is present below the low to medium plasticity silt in the south portion of the site. The silt is generally stiff and sandy with cobbles and boulders and some clay. The silt is orange-brown and moist. We interpret the silt to be highly decomposed Elkhorn Mountain basalt as described in Section 3.1 (Geology). The high plasticity silt extends to the maximum depth explored of up to 13 feet BGS, where encountered.

Laboratory testing indicates the moisture content of the high plasticity silt ranged between 40 and 45 percent at the time of exploration.

3.3.3 Groundwater

Slow to moderate groundwater seepage was encountered in several of the test pits at depths between 7 and 11 feet BGS. We anticipate the observed groundwater is perched and static groundwater will be more than 50 feet BGS.

Perched groundwater levels are subject to seasonal variation and may rise during extended periods of increased precipitation. Perched groundwater may also be present in localized areas and not consistently across the site. Seepage from perched groundwater may become evident during site grading, primarily along slopes or in areas cut below existing grade.

3.4 INFILTRATION TESTING

Infiltration testing was completed in three of the test pits to assist in the evaluation of stormwater management facilities for the project. The infiltration testing was conducted in general accordance with the recommendations for the encased falling head method per the *Clark County Stormwater Manual* (Clark County 2021). Table 1 summarizes our infiltration testing results and fines content determinations. The exploration logs and the laboratory testing results are presented in Appendices A and B, respectively.

Table 1. Infiltration Testing Results

Location	Depth (feet BGS)	Soil Type	Fines Content[1] (percent)	Unfactored Infiltration Rate (in/hr)
TP-2	4	Silt	85	Negligible
TP-5	4	Silt with sand	73	Negligible
TP-7	4	Sandy Silt	54	Negligible

1. Fines content: percent passing U.S. Standard No. 200 sieve

As indicated in Table 1, near-surface infiltration rates were negligible in the tested locations. Based on review of Table 7-2 of the USDA hydrologic soil group criteria (USDA 2009), Appendix 2-A of the 2021 *Clark County Stormwater Manual*, and the *Clark County WWHM Soil Groupings* memorandum (Otak, Inc. 2010), the near-surface native soil meets the classification criteria for WWHM Soil Group 4. Based on the near-surface soil at the site and the results of testing, on-site infiltration systems are not feasible.

3.5 GEOLOGIC HAZARDS

3.5.1 Seismic Setting

3.5.1.1 Earthquake Sources

Three scenario earthquakes were considered for this study consistent with the local seismic setting. Two of the possible earthquake sources are associated with the CSZ, and the third event is a shallow, local crustal earthquake that could occur in the North American Plate. The three earthquake scenarios are discussed below.

3.5.1.2 Regional Events

The CSZ is the region where the Juan de Fuca Plate is being subducted beneath the North American Plate. This subduction is occurring in the coastal region between Vancouver Island and northern California. Evidence has accumulated suggesting that this subduction zone has generated eight great earthquakes in the last 4,000 years, with the most recent event occurring approximately 300 years ago (Weaver and Shedlock 1991). The fault trace is mapped approximately 50 to 120 km off the Washington Coast.

Two types of subduction zone earthquakes are possible and considered in this study:

1. An interface event earthquake on the seismogenic part of the interface between the Juan de Fuca Plate and the North American Plate on the CSZ. This source is capable of generating earthquakes with a M_W of 9.0+.
2. A deep intraplate earthquake on the seismogenic part of the subducting Juan de Fuca Plate. These events typically occur at depths of between 30 and 60 km. This source is capable of generating an event with a M_W of up to 8.0.

3.5.1.3 Local Events

A significant earthquake could occur on a local fault near the site within the design life of the development. Such an event would cause ground shaking at the site that could be more intense than the CSZ events, although the duration would be shorter. Table 2 provides the closest mapped faults to the site.

Table 2. Nearest Mapped Crustal Faults[1]

Source	Closest Mapped Distance (km)	Mapped Length (km)	Slip Rate (mm/yr)
Lacamas Lake fault	1.2	24	<0.02
Grant Butte fault	14.2	10	<0.02

1. Based on mapping by USGS (2025)

3.5.2 Seismic Settlement

Liquefaction is caused by a rapid increase in pore water pressure that reduces the effective stress between soil particles. Granular soil, which relies on interparticle friction for strength, undergoes a loss of strength until the excess pore pressures dissipate. In general, loose, saturated sand soil with low silt and clay content is the most susceptible to liquefaction. Silty soil with low plasticity can be susceptible to strain softening under relatively higher levels of ground shaking. Strain-softened soil has volumetric strains much smaller than liquefiable soil due to matrix effects.

Based on the soil and groundwater conditions observed in the explorations and geology mapping, liquefaction and seismic settlement are not design considerations at the site.

3.5.3 Lateral Spreading

Lateral spreading is a liquefaction-related seismic hazard and occurs on gently sloping or flat sites underlain by liquefiable sediment adjacent to an open face, such as a riverbank. Liquefied soil adjacent to an open face can flow toward the open face, resulting in lateral ground displacement.

Because liquefiable soil is not present at the site and there is no open face at or adjacent to the site, lateral spreading is not a design consideration at the site.

3.5.4 Fault Rupture

Based on USGS mapping, the nearest mapped fault is approximately 1 km away from the site (USGS 2025). As such, fault rupture is not considered a hazard at the site.

4.0 DESIGN

4.1 STATIC SETTLEMENT CONSIDERATIONS

Subsurface conditions at the site consist of silt with varying proportions of sand, clay, cobbles, and boulders. Areal loading from placement of fill can result in settlement that can be detrimental to structural elements at the site. In general, residential structures are constructed at least several months after grading and fill-induced settlement is not a consideration. Roadways and, particularly, utilities are typically constructed shortly after fill placement. If areal fills at the site

exceed 10 feet, we should be contacted to review the grading plan to determine if settlement monitoring points should be installed to monitor settlement and determine when it is appropriate to construct settlement-sensitive improvements.

4.2 FOUNDATION SUPPORT

4.2.1 General

Based on the foundation loads in Section 1.0 (Introduction), the proposed buildings can be supported by conventional spread footings bearing on firm, native soil or engineered structural fill underlain by firm, native soil.

Footings should not be supported on topsoil or undocumented fill. All topsoil or undocumented fill should be removed from under footings and replaced with compacted crushed rock. Over excavation should extend 6 inches beyond the margins of the footings for every foot excavated below the base grades of the footings. Crushed rock should consist of imported granular material, as defined in Section 5.5.1 (Structural Fill). Imported granular material should be compacted to not less than 95 percent of maximum dry density as determined by ASTM D1557 or until well-keyed as determined by one of our geotechnical staff. We recommend that a member of our geotechnical staff observe the prepared footing subgrade.

4.2.2 Dimensions and Capacities

Continuous perimeter wall and isolated spread footings should have minimum widths of 16 and 20 inches, respectively. The bases of exterior footings should bear at least 18 inches below the lowest adjacent exterior grade. The bases of interior footings should bear at least 12 inches below the base of the floor slab.

Footings bearing on subgrade prepared as recommended above should be sized based on an allowable bearing pressure of 2,000 psf. As the allowable bearing pressure is a net bearing pressure, the weight of the footing and associated backfill may be ignored when calculating footing sizes. The recommended allowable bearing pressure applies to the total of dead plus long-term live loads and is typically increased by one-third for transient lateral forces such as seismic or wind.

If footings are constructed after fill-induced settlement is complete, total post-construction consolidation settlement is expected to be less than 1.0 inch, with differential settlement less than 0.5 inch over a 50-foot span.

4.2.3 Resistance to Sliding

Lateral loads on footings can be resisted by passive earth pressure on the sides of structures and by friction on the bases of footings. Our analysis indicates that the available passive earth pressure for footings confined by native soil and structural fill is 300 pcf, modeled as an equivalent fluid pressure. Typically, the movement required to develop the available passive resistance may be relatively large; therefore, we recommend using a reduced passive equivalent fluid pressure of 250 pcf. Adjacent floor slabs, pavement, or the upper 12-inch depth of unpaved areas should not be considered when calculating passive resistance. In addition, in order to rely on passive resistance, a minimum of 5 feet of horizontal clearance must exist between the faces of the footings and any adjacent down slopes.

An allowable coefficient of friction equal to 0.30 can be used for footings supported on native soil. If a minimum of 6 inches of gravel are placed at the base of a footing, the coefficient of friction can be increased to 0.45.

4.2.4 Subgrade Observation and Preparation

All footing subgrade should be evaluated by a representative of Columbia West to confirm suitable bearing conditions. Observations should also confirm that loose or soft material, organic material, unsuitable fill, prior topsoil zones, and softened subgrade (if present) have been removed. Localized deepening of footing excavations may be required to penetrate any deleterious or soft material, particularly during wet weather conditions.

4.2.5 Foundation Drainage

Foundation drains should be installed for structures associated with the development as described in Section 4.7 (Drainage).

4.3 FLOOR SLABS

Floor slabs supporting loading of up to 150 psf can be supported on firm soil, provided the subgrade is prepared as described in Section 4.1 (Static Settlement Considerations) and Section 5.1 (Site Preparation). A modulus of subgrade reaction of 100 pci can be used to design slabs. A minimum 6-inch-thick layer of imported granular material should be placed and compacted over the prepared subgrade to assist as a capillary break. The floor slab base rock should be crushed rock or crushed gravel and sand meeting the requirements outlined in Section 5.5.1 (Structural Fill). The imported granular material should be placed in one lift and compacted to not less than 95 percent of maximum dry density as determined by ASTM D1557. Floor slab base rock contaminated with excessive fines (greater than 5 percent by dry weight passing the U.S. Standard No. 200 sieve) should be replaced.

Flooring manufacturers often require vapor barriers to protect flooring and flooring adhesives. Many flooring manufacturers will warrant their product only if a vapor barrier is installed according to their recommendations. Selection and design of an appropriate vapor barrier, if needed, should be based on discussions among members of the design team. We can provide additional information to assist you with your decision.

4.4 SEISMIC DESIGN CRITERIA

The structures will likely be constructed in accordance with the 2021 IBC, which references ASCE 7-16 for design parameters. Based on geologic mapping, our explorations, and review of well logs for the area, the appropriate seismic site class for design is C. Seismic design parameters in accordance with ASCE 7-16 are provided in Table 3.

Table 3. ASCE 7-16 Seismic Design Parameters

Parameter	Short Period (T_s)	1 Second Period (T_1)
MCE spectral response acceleration, S	S_S = 0.787 g	S_1 = 0.345 g
Site class	C	
Site coefficient, F	F_a = 1.2	F_v = 1.5
Adjusted spectral response acceleration, S_M	S_{MS} = 0.945 g	S_{M1} = 0.571 g
Design spectral response acceleration, S_D	S_{DS} = 0.630 g	S_{D1} = 0.345 g

4.5 RETAINING STRUCTURES

4.5.1 Assumptions

Our retaining wall design recommendations are based on the following assumptions: (1) the walls are cantilevered walls, (2) the walls are less than 10 feet in height, (3) drainage is provided behind the walls, (4) the retained soil has a slope flatter than 4H:1V, and (5) the ground surface at the toes of the walls has an inclination of flatter than 5H:1V. Re-evaluation of our recommendations will be required if the retaining wall design criteria for the project varies from these assumptions.

4.5.2 Wall Design Parameters

Permanent retaining structures free to rotate slightly around the base should be designed for active earth pressures using an equivalent fluid unit pressure of 35 pcf. If retaining walls are restrained against rotation during backfilling, they should be designed for an at-rest earth pressure of 55 pcf.

Seismic lateral forces can be calculated using a dynamic force equal to $7H^2$ pounds per linear foot of wall, where H is the wall height. The seismic force should be applied as a distributed load with the centroid located at 0.5H from the wall base. Footings for retaining walls should be designed as recommended for shallow foundations.

The design equivalent fluid pressure should be increased for walls that retain sloping soil. We recommend the above lateral earth pressures be increased using the factors presented in Table 4 when designing walls that retain sloping soil.

Table 4. Lateral Earth Pressure Increase Factors for Sloping Soil

Slope of Retained Soil (degrees)	Lateral Earth Pressure Increase Factor
0	1.00
5	1.06
10	1.12
20	1.33
25	1.52
30	2.27

A vertical live load of 250 psf should be applied where roadways are located within 1H of the backs of the walls, where H is the exposed height of the wall. Figure 3 should be used if other surcharges are located near the backs of the walls.

Foundations for walls can be designed in accordance with Section 4.2 (Foundation Support).

4.5.3 Wall Drainage and Backfill

The above design parameters have been provided assuming drains will be installed behind walls to prevent hydrostatic pressure from developing. If a drainage system is not installed, our office should be contacted for revised design forces.

Backfill placed behind walls and extending a horizontal distance of ½H, where H is the height of the retaining wall, should consist of retaining wall select backfill placed and compacted in conformance with Section 5.5.1 (Structural Fill).

A minimum 6-inch-diameter, perforated collector pipe should be placed at the bases of walls. The pipe should be embedded in a minimum 2-foot-wide zone of angular drain rock that is wrapped in a drainage geotextile fabric and extends up the back of the wall to within 1 foot of the finished grade. The drain rock and drainage geotextile fabric should meet the specifications in Section 5.5 (Materials). Perforated collector pipes should discharge at an appropriate location away from the bases of walls. Discharge pipes should not be tied directly into stormwater drain systems, unless measures are taken to prevent backflow into the wall's drainage system.

Settlement of up to 1 percent of the wall height commonly occurs immediately adjacent to the wall as the wall rotates and develops active lateral earth pressures. Consequently, we recommend construction of flatwork adjacent to retaining walls be postponed at least four weeks after backfilling of the wall, unless survey data indicates that settlement is complete prior to that time.

4.6 PAVEMENT

4.6.1 General

New private roadways will be installed as part of the project. All pavement should be installed on subgrade prepared in conformance with Section 5.1 (Site Preparation) and Section 5.5 (Materials). Our pavement design recommendations are based on the following assumptions:

- The top 12 inches of soil subgrade are compacted to at least 92 percent of maximum dry density as determined by ASTM D1557 or until proof rolling with heavy equipment indicates that is it firm and unyielding.
- Resilient moduli of 4,500 psi and 20,000 psi were assumed for the subgrade soil and aggregate base, respectively.
- The design manual provided for the project specifies pavement recommendations based on a design life of 20 years.
- Initial and terminal serviceability indices of 4.2 and 2.5, respectively.
- Reliability of 85 percent and standard deviation of 0.45.
- Fire access will consist of an imposed fire apparatus load of 75,000 pounds on an infrequent basis.
- No growth.

If any of our assumptions are incorrect, we should be contacted to provide alternative recommendations.

4.6.2 Traffic Loading Assumptions

We anticipate vehicle traffic will primarily consist of passenger cars and up to five semi-trucks per day. If any of these assumptions are incorrect, our office should be contacted with the appropriate information so that the pavement designs can be revised.

4.6.3 AC Pavement Design

Our AC pavement design recommendations are presented in Table 5.

Table 5. Recommended AC Pavement Sections Constructed over Native Soil or Engineered Fill

Traffic	ESALs	AC Thickness (inches)	Aggregate Base Thickness[1] (inches)
Drive aisles with limited trucks (up to five trucks per day)	25,000	3	10
Automobile parking (no trucks)	5,000	2.5	8

1. Aggregate base thickness can be decreased to 4 inches if the subgrade is cement amended to a minimum depth of 12 inches with a minimum unconfined compressive strength of 100 psi.

4.6.4 Construction Considerations

All thicknesses are intended to be the minimum acceptable. Design of the recommended sections assumes that construction will be completed during an extended period of dry weather. Wet weather construction could require an increased thickness of aggregate base.

Construction traffic should be limited to non-building, unpaved portions of the site or haul roads. Construction traffic should not be allowed on new pavement. If construction traffic is to be allowed on newly constructed road sections, an allowance for this additional traffic will need to be made in the design pavement section.

If cement amendment is completed, the amendment subgrade should be allowed to cure for at least four days prior to construction traffic or placing the base rock to avoid strength loss. Lastly, the amended subgrade should be protected with a minimum of 4 inches of base rock prior to construction traffic access.

The aggregate base thicknesses do not account for construction traffic, and haul roads and staging areas should be used as described in Section 5.2 (Construction Traffic and Staging).

4.7 DRAINAGE

4.7.1 Temporary

During work at the site, the contractor should be made responsible for temporary drainage of surface water as necessary to prevent standing water and/or erosion at the working surface. During rough and finished grading of the site, the contractor should keep all pads and subgrade free of ponding water.

4.7.2 Surface

The ground surface at finished pads should be sloped away from their edges at a minimum 2 percent gradient for a distance of at least 5 feet. Roof drainage from buildings should be directed into solid, smooth-walled drainage pipes that carry the collected water to the storm drain system.

4.7.3 Subsurface

Based on the soil and groundwater conditions at the site and sloping topography at the site, we recommend perimeter footing drains for structures in the proposed development. Perimeter foundation drains should consist of a filter fabric-wrapped, drain rock-filled trench that extends at least 12 inches below the lowest adjacent grade (i.e., slab subgrade elevation). A perforated pipe should be placed at the base to collect water that gathers in the drain rock. The drain rock and filter fabric should meet specifications in Section 5.5 (Materials). Discharge for footing drains should not be tied directly into the stormwater drainage system, unless mechanisms are installed to prevent backflow.

4.7.4 Stormwater Infiltration Systems

Based on the measured rates in Table 1 and discussion in Section 3.4 (Infiltration Testing), the near-surface native soil meets the classification criteria for WWHM Soil Group 4 and on-site infiltration systems are not viable at the site.

4.8 PERMANENT SLOPES

Permanent cut and fill slopes should not exceed 2H:1V. Slopes that will be maintained by mowing should not be constructed steeper than 3H:1V. Access roads and pavement should be located at least 5 feet from the top of cut and fill slopes. The horizontal setback should be increased to 10 feet for buildings. Note that the setback recommendations pertain to engineered cut and fill slopes only.

Concentrated drainage or water flow over the faces of slopes should be prohibited as described in this report and adequate protection against erosion is required. Fill slopes should be overbuilt, compacted, and trimmed at least 2 feet horizontally to provide adequate compaction of the outer slope face.

5.0 CONSTRUCTION

5.1 SITE PREPARATION

5.1.1 General

Site grading activities should be performed in accordance with the requirements specified in the 2021 IBC, Chapter 18 and Appendix J, with exceptions noted in this report. Site preparation should be observed and documented by Columbia West.

5.1.2 Demolition

Demolition includes removal of structural features that may be at the site. Abandoned foundations and utilities will need to be removed and the resulting excavations backfilled. Utility lines should be completely removed or, with prior approval, grouted full if left in place. Excavations left from demolition and removal of existing structures should be backfilled with compacted structural fill in accordance with the recommendations in Section 5.5 (Materials).

5.1.3 Stripping and Grubbing

Where encountered, existing root and topsoil zones should be stripped and removed from all areas to receive new structural improvements. Based on test pit explorations at the site, we anticipate average stripping depths will range between 8 and 12 inches. Deeper stripping depths may be anticipated in areas with thicker vegetation and shrubs. The actual stripping depth should be based on field observations at the time of construction. Stripped material should be transported offsite for disposal or used in landscaped areas.

Trees and shrubs should be removed from fill areas. In addition, root balls should be grubbed out to the depth of the roots, which could exceed 3 feet BGS. Depending on the methods used to remove root balls, considerable disturbance and loosening of the subgrade could occur during site grubbing. We recommend soil disturbed during grubbing operations be removed to expose firm, undisturbed subgrade. The resulting excavations should be backfilled with structural fill.

5.1.4 Undocumented Fill

5.1.4.1 General

Undocumented fill was not observed at the site; however, isolated areas of fill may be present at the site, particularly near existing structures. Due to the variable composition of fill and the unknown methods of placement and compaction, reliable strength properties for undocumented fill are difficult to predict.

5.1.4.2 Foundation Areas

Undocumented fill should be removed from under new building foundations and footings supported on crushed rock as discussed in the Section 4.2 (Foundation Support) and Section 5.5 (Materials).

5.1.4.3 Pavement Areas

There is a small risk for poor performance of pavement established directly over undocumented fill. If undocumented fill is present after site grading, removal and replacement of undocumented fill would eliminate all risk. Pavement can be constructed on fill, provided a small risk of distress is accepted and it is evaluated as described in Section 5.1.5 (Subgrade Evaluation).

5.1.5 Subgrade Evaluation

Upon completion of stripping and prior to the placement of structural fill or pavement improvements, exposed subgrade soil should be evaluated by proof rolling with a fully loaded dump truck or similar heavy, rubber-tired construction equipment. When the subgrade is too wet for proof rolling, a foundation probe may be used to identify areas of soft, loose, or unsuitable

soil. Subgrade evaluation should be performed by Columbia West. If soft or yielding subgrade areas are identified during evaluation, we recommend the subgrade be over excavated and backfilled with compacted imported granular fill.

5.2 CONSTRUCTION TRAFFIC AND STAGING

The near-surface soil at the site contains silt and is easily disturbed. If not carefully executed, site preparation, utility trench work, and roadway excavation can create extensive soft areas and significant repair costs can result. Earthwork planning, regardless of the time of year, should include considerations for minimizing subgrade disturbance.

If construction occurs during or extends into the wet season or if the moisture content of the surficial soil is more than a couple percentage points above optimum, site stripping and cutting may need to be accomplished using track-mounted equipment. Likewise, the use of granular haul roads and staging areas will be necessary for support of construction traffic during the rainy season or when the moisture content of the surficial soil is more than a few percentage points above optimum. The aggregate base thickness for pavement areas is intended to support post-construction design traffic loads and is not designed to support construction traffic. Moreover, if construction is planned for periods when the subgrade soil is wet, staging and haul roads with increased thicknesses of base rock will be required. The amount of staging and haul road areas, as well as the required thickness of granular material, will vary with the contractor's sequencing of a project and type/frequency of construction equipment and should, therefore, be the responsibility of the contractor. Based on our experience, between 12 and 18 inches of imported granular material are generally required in staging areas and between 18 and 24 inches in haul road areas. The contractor should also be responsible for selecting the type of material for construction of haul roads and staging areas. A geotextile fabric can be placed as a barrier between the subgrade and imported granular material in areas of repeated construction traffic to help prevent silt migration into the base rock. The imported granular material, stabilization material, and geotextile fabric should meet the specifications in Section 5.5 (Materials).

As an alternative to thickened crushed rock sections, haul roads and utility work zones may be constructed using cement-amended subgrade overlain by a crushed rock wearing surface. If this approach is used, the thickness of granular material in staging areas and along haul roads can typically be reduced to between 6 and 9 inches. This recommendation is based on an assumed minimum unconfined compressive strength of 100 psi for subgrade amended to a depth of 12 to 16 inches. The actual thickness of the amended material and imported granular material will depend on the contractor's means and methods and should be the contractor's responsibility. Cement amendment is discussed in Section 5.5 (Materials).

Project stakeholders should understand that wet weather construction is risky and costly. Proper construction methods and techniques are critical to overall project integrity and should be observed and documented by Columbia West.

5.3 EXCAVATION

Excavations will be required for the installation of foundations, utilities, and other earthwork activities. Conventional earthmoving equipment in proper working condition should be capable of making the necessary excavations.

Temporary excavation sidewalls should stand vertical to a depth of approximately 4 feet, provided groundwater seepage does not occur in the sidewalls. Open excavation techniques may be used to excavate trenches with depths between 4 and 8 feet BGS, provided the walls of the excavation are cut at a slope of 1H:1V or flatter and groundwater seepage does not occur. Excavations should be flattened to 1.5H:1V or flatter if excessive sloughing occurs.

Given the relatively shallow groundwater, temporary shoring and dewatering will likely be required. Use of approved temporary shoring is recommended where the slopes cannot be cut back, within the influence area of structural elements, and for cuts below the water table. The influence area can be defined as a 1H:1V slope extending down from a 5-foot setback from the edge of a foundation element. A wide variety of shoring and dewatering systems are available. Consequently, we recommend the contractor be responsible for selecting the appropriate shoring and dewatering systems.

If box shoring is used, it should be understood that box shoring is a safety feature used to protect workers and does not prevent caving. If excavations are left open for extended periods of time, caving of the sidewalls may occur. The presence of caved material will limit the ability to properly backfill and compact the trenches. The contractor should be prepared to fill voids between the box shoring and the sidewalls of the trenches with sand or gravel before caving occurs.

If shoring is used, we recommend the type and design of the shoring system be the responsibility of the contractor, who is in the best position to choose a system that fits the overall plan of operation

5.4 CONSTRUCTION DEWATERING

5.4.1 General

Perched groundwater was generally observed between depths of 7 and 11 feet BGS in the test pits at the site. Based on experience in the area, perched groundwater could be present within a few feet of the ground surface during the wet season. Groundwater should be expected in excavations during mass grading and temporary dewatering systems may be required, particularly in cut slope areas.

The contractor should be responsible for temporary drainage of surface water, perched water, and groundwater as necessary to prevent standing water and/or erosion at the working surface. Because of the instability of saturated soil, sloughing and “running” conditions can occur if excavations extend below groundwater seepage levels. Positive control of groundwater will be required to maintain stable trench sides and base. The proposed dewatering plan should be capable of maintaining groundwater levels at least 2 feet below the base of the trench excavation (including the depth required for trench bedding and stabilization material). In addition to safety considerations, running soil, caving, or other loss of ground will increase backfill volumes and can result in damage to adjacent structures or utilities.

Flow rates for dewatering are likely to vary depending on location, soil type, and the season in which excavation occurs. Dewatering systems should be capable of adapting to variable flows. Because of the tendency of saturated, low plasticity silt with sand to “run,” we recommend dewatering wells or well points be considered if trench excavations extend below groundwater

levels. Tight-joint driven sheets in conjunction with a scaled-down dewatering program can also be an effective way to control groundwater seepage, provided the sheets are driven deep enough to control heaving conditions at the base of the excavation.

Trench dewatering will be required to maintain dry working conditions if the invert elevations of the proposed utilities encounter groundwater. Pumping from sumps located within the trench may result in excessive sloughing, caving, or running conditions, and dewatering by well points may be required. If groundwater is present at the base of utility excavations, we recommend placing 1.5 to 2 feet of stabilization material at the base of the excavation. The use of a subgrade geotextile fabric may reduce the amount of stabilization material required. The actual thickness should be based on field observations during construction. Trench stabilization material and the subgrade geotextile fabric should meet the requirements described in Section 5.5 (Materials). Trench stabilization material should be placed in one lift and compacted until well keyed.

While we have described certain approaches to excavation dewatering, it is the contractor's responsibility to select the dewatering methods.

5.4.2 Cut Slopes

Subdrains should also be considered if portions of the site are cut below surrounding grades. Shallow groundwater, springs, or seeps should be conveyed via drainage channels or perforated pipe into an approved discharge. Recommendations for design and installation of perforated drainage pipe may be performed on a case-by-case basis by Columbia West during construction. Failure to provide adequate surface and subsurface drainage may result in soil slumping or unanticipated settlement of structures exceeding tolerable limits. A typical perforated drainpipe trench detail and cut and fill slope cross sections are provided on Figures 4 and 5.

Drains should be closely monitored after construction to assess their effectiveness. If additional surface or shallow subsurface seeps become evident, the drainage provisions may require modification or additional drains. Columbia West should be consulted to provide appropriate recommendations.

5.5 MATERIALS

5.5.1 Structural Fill

5.5.1.1 General

Areas proposed for fill placement should be appropriately prepared as described in Section 5.1 (Site Preparation). Engineered fill placement should be observed by Columbia West. Compaction of engineered structural fill should be verified by proof rolling or nuclear gauge field compaction testing performed in accordance with ASTM D6938. Field compaction testing should be performed for each vertical foot of engineered fill placed.

Various materials may be acceptable for use as structural fill. Structural fill should be free of organic material or other unsuitable material and meet the specifications provided in the following sections. Representative samples of proposed engineered structural fill should be submitted for laboratory testing and approval by Columbia West prior to placement. All structural fill should be free of organic material and have a particle size of less than 6 inches.

5.5.1.2 On-Site Soil

The on-site soil is suitable for use as general fill, provided it is free of particles over 6 inches in diameter. Based on laboratory testing, the moisture content of the on-site soil will be above the optimum moisture content required to meet compaction requirements and drying of the soil will be necessary. Accordingly, extended dry weather will be required to adequately condition and place the soil as structural fill. It will be difficult, if not impossible, to adequately compact on-site silt during the rainy season or during prolonged periods of rainfall. In addition, the soil at the site will be "blocky" and will need to be broken up or pulverized to adequate dry it.

On-site soil used as structural fill should be placed in loose lifts not exceeding 8 inches in thickness and compacted using standard conventional compaction equipment. The soil moisture content should be within a few percentage points of optimum conditions. The soil should be compacted to at least 92 percent of maximum dry density as determined by ASTM D1557.

On-site soil will likely expand during excavation and transport and consolidate during compaction. Development of site-specific expansion and consolidation factors is beyond the scope of this study. We can provide site-specific factors upon request.

5.5.1.3 Imported Granular Material

Imported granular material should consist of pit- or quarry-run rock, crushed rock, or crushed gravel and sand. Imported granular material should be placed in loose lifts not exceeding 12 inches in thickness and compacted to at least 95 percent of maximum dry density as determined by ASTM D1557. During wet weather conditions or where wet subgrade conditions are present, the initial loose lift of granular fill should be approximately 18 inches thick and should be compacted with a smooth-drum roller operating in static mode.

5.5.1.4 Stabilization Material

Stabilization material should consist of durable, 4- or 6-inch-minus pit- or quarry-run rock, crushed rock, or crushed gravel and sand that is free of organic material and other deleterious material. The material should have a maximum particle size of 6 inches with less than 5 percent by dry weight passing the U.S. Standard No. 4 sieve. The material should have at least two mechanically fractured faces.

Stabilization material should be placed in loose lifts between 12 and 24 inches thick and compacted to a firm, unyielding condition. Equipment with vibratory action should not be used when compacting stabilization material over wet, fine-grained soil. If stabilization material is used to stabilize soft subgrade below pavement or construction haul roads, a subgrade geotextile should be placed as a separation barrier between the soil subgrade and the stabilization material.

5.5.1.5 Trench Backfill

Trench backfill placed beneath, adjacent to, and for at least 12 inches above utility lines (i.e., the pipe zone) should consist of durable, well-graded granular material with a maximum particle size of 1½ inches, should have less than 7 percent fines by dry weight, and should have at least two mechanically fractured faces. The pipe zone backfill should be compacted to at least 90 percent of maximum dry density as determined by ASTM D1557 or as required by the pipe manufacturer or local building department.

Within roadway alignments, the remainder of the trench backfill up to the subgrade elevation should consist of durable, well-graded granular material with a maximum particle size of 2½ inches, should have less than 7 percent fines by dry weight, and should have at least two mechanically fractured faces. This material should be compacted to at least 92 percent of maximum dry density as determined by ASTM D1557 or as required by the pipe manufacturer or local building department. The upper 3 feet of the trench backfill should be compacted to at least 95 percent of maximum dry density as determined by ASTM D1557.

Outside of structural areas, trench backfill placed above the pipe zone should be compacted to at least 90 percent of maximum dry density as determined by ASTM D1557 or as required by the local jurisdictional agency or pipe manufacturer.

5.5.1.6 Retaining Wall Backfill

Backfill placed behind retaining walls and extending a horizontal distance of ½H, where H is the height of the retaining wall, should consist of imported granular material as described above and should have less than 7 percent fines by dry weight. We recommend the wall backfill be separated from general fill, native soil, and/or topsoil using a geotextile fabric that meets the specifications provided below for drainage geotextiles.

The wall backfill should be compacted to a minimum of 95 percent of maximum dry density as determined by ASTM D1557. However, backfill located within a horizontal distance of 3 feet from a retaining wall should only be compacted to approximately 90 percent of maximum dry density as determined by ASTM D1557. Backfill placed within 3 feet of the wall should be compacted in lifts less than 6 inches thick using hand-operated tamping equipment (such as a jumping jack or vibratory plate compactor). If flatwork (sidewalks or pavement) will be placed atop the wall backfill, we recommend that the upper 2 feet of material be compacted to 95 percent of maximum dry density as determined by ASTM D1557.

5.5.1.7 Retaining Wall Leveling Pad

Crushed aggregate used as a leveling pad for retaining wall footings should consist of ¾- or 1¼-inch-minus crushed rock and should have less than 7 percent fines by dry weight. The leveling pad material should be compacted to at least 95 percent of maximum dry density as determined by ASTM D1557.

5.5.1.8 Floor Slab and Pavement Aggregate Base

Imported granular material used as base rock for building floor slabs and pavement should consist of ¾- or 1½-inch-minus material (depending on the application). In addition, the aggregate should have less than 5 percent fines by dry weight and have at least two mechanically fractured faces. The aggregate base should be compacted to not less than 95 percent of maximum dry density as determined by ASTM D1557.

5.5.1.9 Drain Rock

Drain rock should consist of angular, granular material with a maximum particle size of 2 inches. The material should be free of roots, organic material, and other unsuitable material; should have less than 2 percent fines by dry weight; and should have at least two mechanically fractured faces. Drain rock should be compacted to a well-keyed, firm condition.

5.5.1.10 Existing AC and Aggregate Base Material

The existing crushed aggregate base course material may be reused for engineered structural fill, provided it is well graded, clean, and free from deleterious material; has a maximum particle size of 3 inches; and is evaluated by Columbia West during construction when conditions are exposed. In addition, the existing AC pavement may be pulverized and blended into engineered structural fill in accordance with the requirements outlined in WSS 9-03.21 – Recycled Material. The specification for reuse of recycled material requires pulverized asphalt to be completely blended and mixed into the source material and places limits on the maximum amount of recycled asphalt (by weight) that can be added.

5.5.2 Geotextile Fabric

5.5.2.1 Subgrade Geotextile

A geotextile separation fabric will be required at the interface of the existing soil and imported granular material beneath proposed walls. In addition, geotextile fabric may be required where soft subgrade is encountered. The separation fabric should meet the specifications provided in WSS 9-33.2(1) – Geotextile Properties (Table 3) for soil separation. The geotextile should be installed in conformance with the specifications provided in WSS 2-12 – Construction Geosynthetic.

5.5.2.2 Drainage Geotextile

Subgrade geotextile should meet the specifications in WSS 9-33.2(1), Table 2, Geotextile for Underground Drainage Filtration Properties. The AOS should be between U.S. Standard No. 70 and No. 100 sieves. The water permittivity should be greater than 1.5/sec. The geotextile should be installed in accordance with the manufacturer's recommendations. A minimum initial aggregate base lift of 6 inches is required over geotextiles.

5.5.3 Pavement

5.5.3.1 AC

The AC should conform to the specifications provided in WSS 5-04 – Hot Mix Asphalt and WSS 9-03.8 – Aggregates for Hot Mix Asphalt. The asphalt cement binder should be PG 58-22 Performance Grade Asphalt Cement meeting WSS 9-02.1(4) – Performance Graded (PG) Asphalt Binder. The AC should be ½-inch HMA. The lift thicknesses should be 2 to 3 inches. The AC should be compacted to 91 percent of maximum specific gravity of the mix as determined by ASTM D2041.

5.5.3.2 Cold Weather Paving Considerations

In general, AC paving is not recommended during cold weather (temperatures less than 40 degrees Fahrenheit). Compacting under these conditions can result in low compaction and premature pavement distress.

Each AC mix design has a recommended compaction temperature range that is specific for the particular AC binder used. In colder temperatures, it is more difficult to maintain the temperature of the AC mix as it can lose heat while stored in the delivery truck, as it is placed, and in the time between placement and compaction. In Washington, the AC surface temperature during paving should be at least 40 degrees Fahrenheit for lift thickness greater than 2.5 inches and at least 50 degrees Fahrenheit for lift thickness between 2 and 2.5 inches.

If AC paving activities must take place during cold weather construction as defined above, the contractor and design team should discuss options for minimizing risk of pavement serviceability.

5.5.4 Soil Amendment with Cement

5.5.4.1 General

The on-site soil can be amended with portland cement to obtain suitable properties for use as wet weather structural fill, subbase for pavement, or to limit potential expansion of the near-surface soil. The effectiveness of soil amendment is highly dependent on proper mixing techniques, soil moisture conditioning, and the quantity of cement. The quantity of cement applied during amendment should be based on an assumed dry unit weight of 100 pcf for site soil.

Due to the plasticity of the near-surface soil, two passes with the tiller may be required for the project.

5.5.4.2 Subbase Stabilization

Specific recommendations based on exposed site conditions for soil amendment can be provided if necessary. However, for preliminary design purposes, we recommend a target strength for cement-amended subgrade for building and pavement subbase (below aggregate base) soil of 100 psi. The amount of cement used to achieve this target generally varies with moisture content and soil type. It is difficult to predict field performance of soil to cement amendment due to variability in soil response, and we recommend laboratory testing to confirm expectations. In general, 5 percent cement by weight of dry soil can be used when the soil moisture content does not exceed approximately 20 percent. If the soil moisture content is in the range of 25 to 35 percent, 6 to 8 percent by weight of dry soil is recommended. The amount of cement added to the soil may need to be adjusted based on field observations and performance. Moreover, depending on the time of year and moisture content levels during amendment, water may need to be applied during tilling to appropriately condition the soil moisture content. We recommend assuming a minimum cement ratio of 6 percent by dry weight; however, the cement amendment contractor should be responsible for selecting the cement content. If the soil moistures are in excess of 30 percent, a cement ratio of 7 percent may be needed.

We recommend cement amendment equipment be equipped with balloon tires to reduce rutting and disturbance of the fine-grained soil. A sheepsfoot or segmented pad roller with a minimum static weight of 40,000 pounds should be used for initial compaction of the fine-grained soil without the use of vibratory action. A smooth-drum roller with a minimum applied linear force of 700 pounds per inch should be used for final compaction. The amended soil should be compacted to at least 92 percent of maximum dry density as determined by ASTM D1557.

A minimum curing time of four days is required between amendment and construction traffic access. Construction traffic should not be allowed on unprotected, cement-amended subgrade. To protect the cement-amended surfaces from abrasion or damage, the finished surface should be covered with 4 to 6 inches of imported granular material.

Amendment depths for subgrade beneath buildings and pavement, haul roads, and staging areas are typically on the order of 12, 16, and 12 inches, respectively. The crushed rock typically becomes contaminated with soil during construction. Contaminated base rock should be

removed and replaced with clean rock in pavement areas. The actual thickness of the amended material and imported granular material for haul roads and staging areas will depend on the anticipated traffic, as well as the contractor's means and methods and, accordingly, should be the contractor's responsibility.

Cement amendment should not be attempted when the air temperature is below 40 degrees Fahrenheit or during moderate to heavy precipitation. Cement should not be placed when the ground surface is saturated or standing water exists.

5.5.4.3 Cement-Amended Structural Fill

On-site soil that would not otherwise be suitable for structural fill may be amended and placed as fill over a subgrade prepared in conformance with Section 5.1 (Site Preparation). The cement ratio for general cement-amended fill can generally be reduced by 1 percent (by dry weight). Typically, a minimum curing time of four days is required between amendment and construction traffic access. Consecutive lifts of fill may be amended immediately after the previous lift has been amended and compacted (e.g., the four-day wait period does not apply). However, where the final lift of fill is a building or roadway subgrade, the four-day wait period is in effect.

5.5.4.4 Other Considerations

Portland cement-amended soil is hard and has low permeability. This soil does not drain well and it is not suitable for planting. Future planted areas should not be cement amended, if practical, or accommodations should be made for drainage and planting. Moreover, cement amending soil within building areas must be done carefully to avoid trapping water under floor slabs. We should be contacted if this approach is considered. Cement amendment should not be used if runoff during construction cannot be directed away from adjacent wetlands.

5.5.4.5 Specific Recommendations

We recommend the following comments be included in the specifications for the project:

- In general, cement amendment is not recommended during the cold weather (temperatures less than 40 degrees Fahrenheit) or during steady rainfall.
- Mixing Equipment
  - Use a pulverizer/mixer capable of uniformly mixing the cement into the soil to the design depth. Blade mixing will not be allowed.
  - Pulverize the soil-cement mixture such that 100 percent by dry weight passes a 1-inch sieve and a minimum of 70 percent passes a No. 4 sieve, exclusive of gravel or stone retained on these sieves. If water is required, the pulverizer should be equipped to inject water to a tolerance of ¼ gallon per square foot of surface area.
  - Use machinery that will not disturb the subgrade, such as using low-pressure "balloon" tires on the pulverizer/mixer vehicle. If subgrade is disturbed, the tilling/amendment depth shall extend the full depth of the disturbance.
  - Multiple passes of the tiller will likely be required to adequately blend the cement and soil mixture, particularly if a high frequency of cobbles and boulders are encountered.

- Spreading Equipment
  - Use a spreader capable of distributing the cement uniformly on the ground to within 5 percent variance of the specified application rate.
  - Use machinery that will not disturb the subgrade, such as using low-pressure balloon tires on the spreader vehicle. If subgrade is disturbed, the tilling/amendment depth shall extend the full depth of the disturbance.
- Compaction Equipment
  - Use a static, sheepsfoot or segmented pad roller with a minimum static weight of 40,000 pounds for initial compaction of fine-grained soil (silt and clay) or an alternate approved by the geotechnical engineer.

5.6 EROSION CONTROL

Soil at this site is susceptible to erosion by wind and water; therefore, erosion control measures should be carefully planned and installed before construction begins. Surface water runoff should be collected and directed away from sloped areas to prevent water from running down the slope face. Measures that can be employed to reduce erosion include the use of silt fences, hay bales, buffer zones of natural growth, sedimentation ponds, and granular haul roads. All erosion control methods should be in accordance with local jurisdiction standards.

6.0 OBSERVATION OF CONSTRUCTION

Satisfactory pavement, earthwork, and foundation performance depends to a large degree on the quality of construction. Sufficient observation of the contractor's activities is a key part of determining that the work is completed in accordance with the construction drawings and specifications. Columbia West should be retained to observe subgrade preparation, fill placement, foundation excavations, drainage system installation, and pavement placement and to review laboratory compaction and field moisture-density information.

Subsurface conditions observed during construction should be compared with those encountered during the subsurface explorations. Recognition of changed conditions requires experience; therefore, qualified personnel should visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those anticipated.

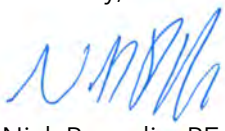
7.0 LIMITATIONS

We have prepared this report for use by the addressee and members of the design and construction team for the proposed project. This report is subject to the limitations expressed in Appendix C.

♦ ♦ ♦

We appreciate the opportunity to be of service to you. Please call if you have questions concerning this report or if we can provide additional services.

Sincerely,



Nick Paveglio, PE
Principal Engineer

REFERENCES

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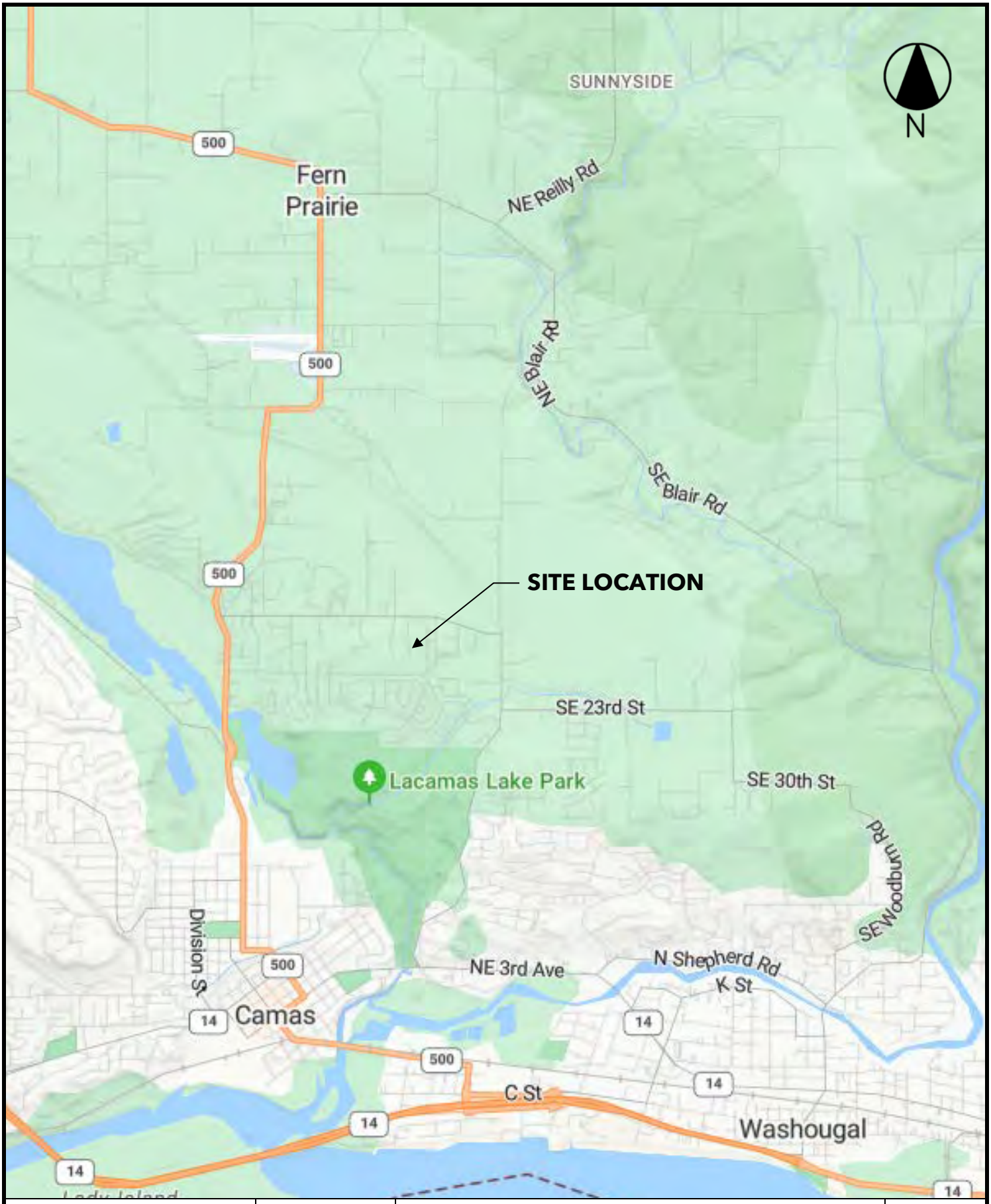
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FIGURES



Geotechnical ▪ Environmental ▪ Special Inspections Columbia West Engineering, Inc	PROJECT NO.: ROMANO-8-01-1 JUNE 2025	VICINITY MAP UHACZ DEVELOPMENT CAMAS, WASHINGTON	FIGURE 1



LEGEND

- SITE BOUNDAR
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1. AERIAL PHOTO SOURCED FROM GOOGLE EARTH.
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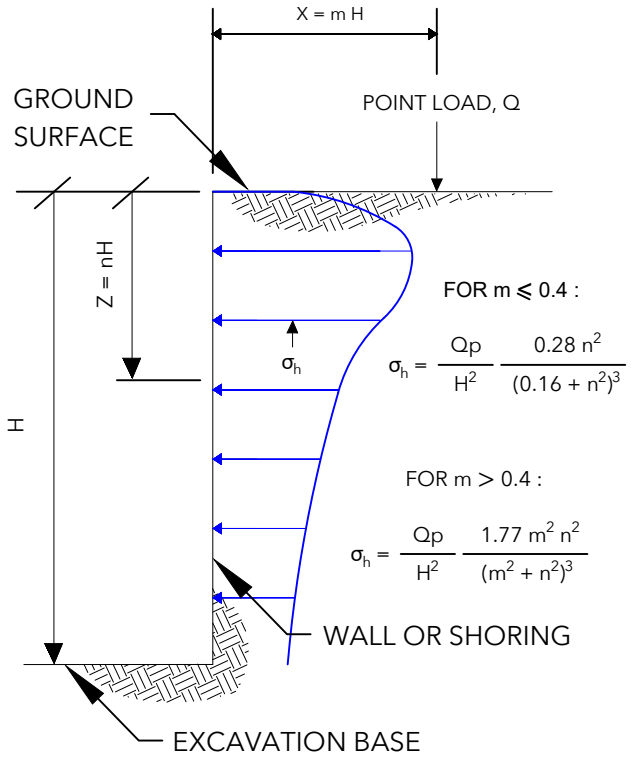
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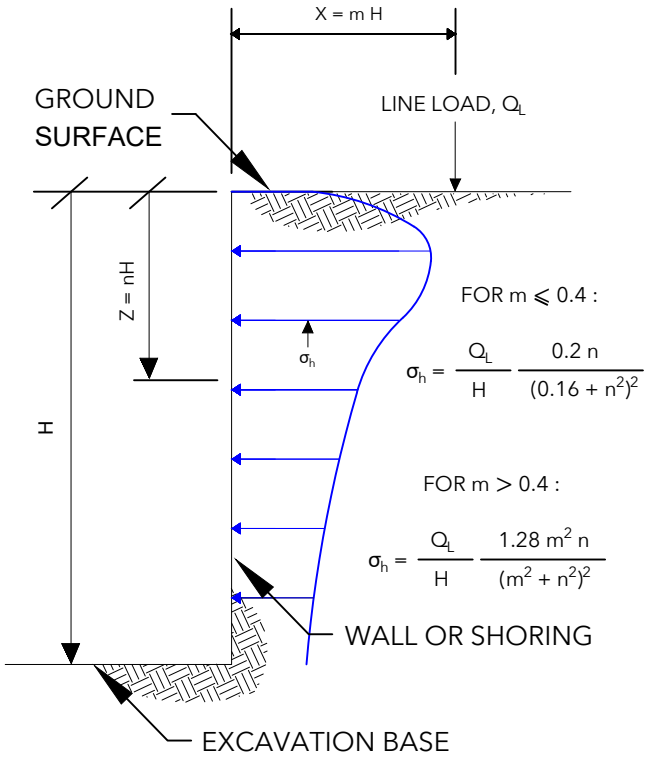
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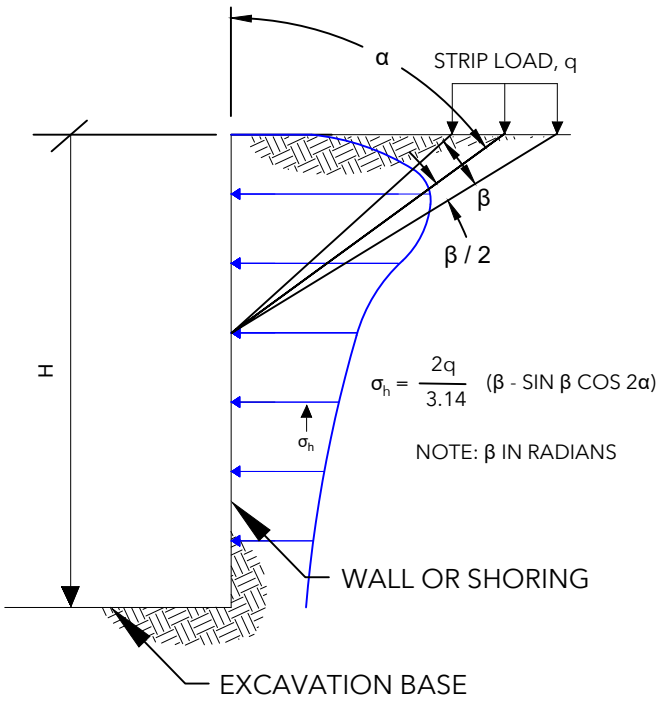
VERTICAL POINT LOAD



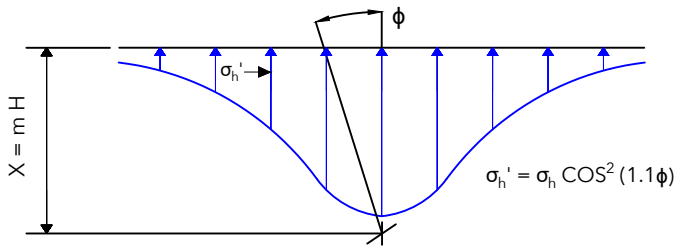
LINE LOAD PARALLEL TO WALL



STRIP LOAD PARALLEL TO WALL

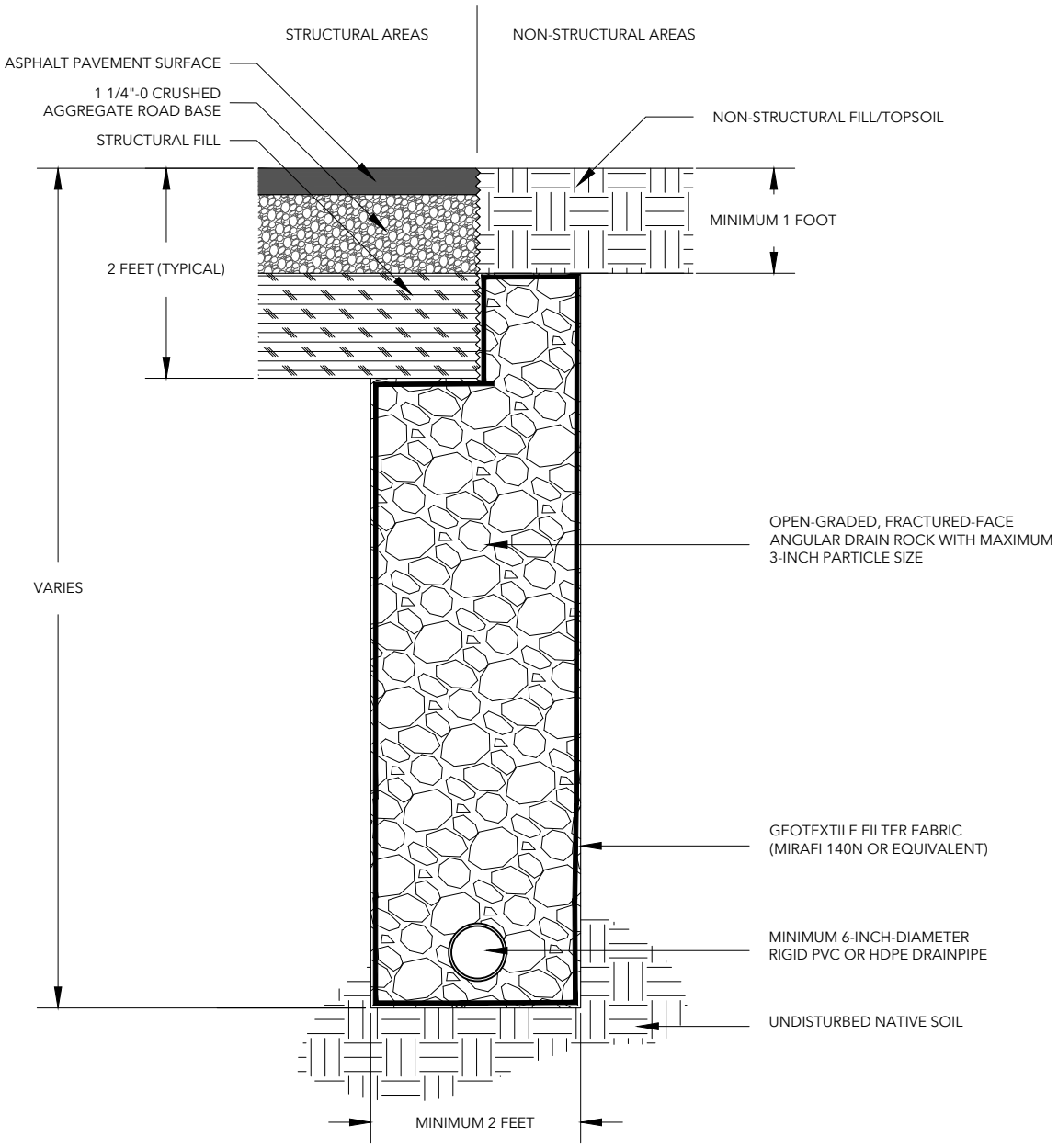


VERTICAL POINT LOAD HORIZONTAL PRESSURE DISTRIBUTION



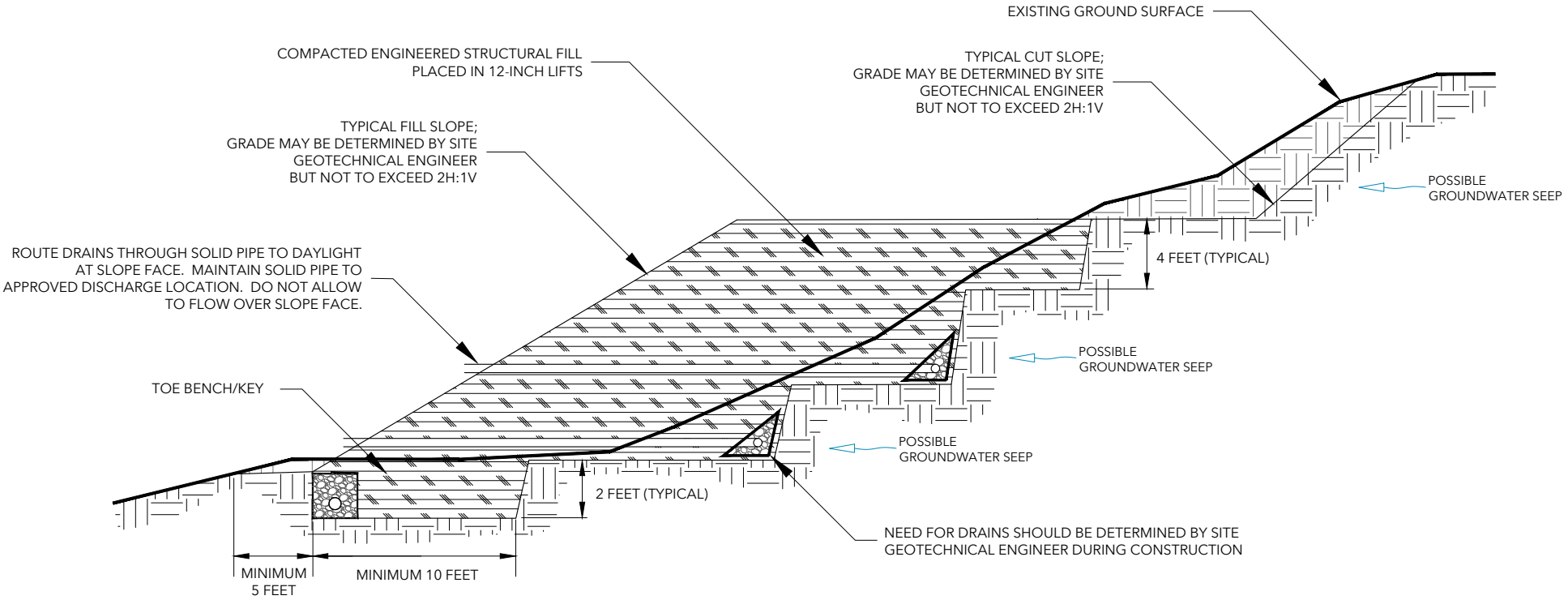
NOTES:

1. FIGURE SHOULD BE USED JOINTLY WITH RECOMMENDATIONS PRESENTED IN THE REPORT TEXT.
2. LATERAL EARTH PRESSURES ASSUME RIGID WALLS WITH BACKFILL MATERIALS HAVING A POISSON'S RATIO OF 0.5.
3. TOTAL LATERAL EARTH PRESSURES RESULTING FROM COMBINED LOADS MAY BE CALCULATED USING SUPERPOSITION.
4. DRAWING IS NOT TO SCALE.



NOTE: LOCATION, INVERT ELEVATION, DEPTH OF TRENCH, AND EXTENT OF PERFORATED PIPE REQUIRED MAY BE MODIFIED BY THE SITE GEOTECHNICAL ENGINEER DURING CONSTRUCTION BASED UPON FIELD OBSERVATION AND SITE-SPECIFIC SOIL CONDITIONS.

Geotechnical ▪ Environmental ▪ Special Inspections Columbia West Engineering, Inc	TYPICAL PERFORATED DRAINPIPE TRENCH DETAIL	NOTES: 1. DRAWING IS NOT TO SCALE. 2. DRAWING REPRESENTS TYPICAL PERFORATED DRAINPIPE TRENCH DETAIL AND MAY NOT BE SITE-SPECIFIC.	FIGURE 4

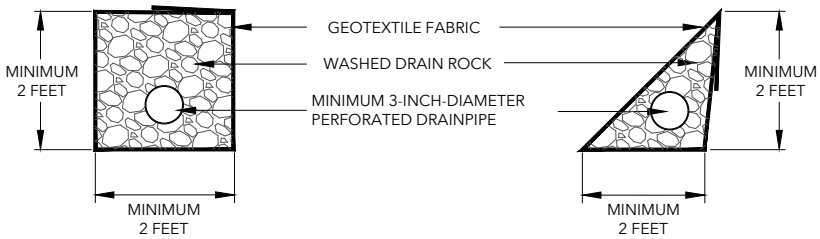


DRAIN SPECIFICATIONS

GEOTEXTILE FABRIC SHALL CONSIST OF MIRAFI 140N OR APPROVED EQUIVALENT WITH AOS BETWEEN U.S. STANDARD NO. 70 AND NO. 100 SIEVES.

WASHED DRAIN ROCK SHALL BE OPEN-GRADED ANGULAR DRAIN ROCK WITH LESS THAN 2 PERCENT PASSING THE U.S. STANDARD NO. 200 SIEVE AND A MAXIMUM PARTICLE SIZE OF 3 INCHES.

TYPICAL DRAIN SECTION DETAIL



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TYPICAL CUT AND FILL SLOPE CROSS SECTION

NOTES:
1. DRAWING IS NOT TO SCALE.
2. DRAWING REPRESENTS TYPICAL CUT AND FILL SLOPE CROSS SECTION AND MAY NOT BE SITE-SPECIFIC.

FI

APPENDIX A

APPENDIX A
FIELD EXPLORATIONS

GENERAL

Subsurface conditions at the site were explored by excavating eight test pits (TP-1 through TP-8) to depths between 12 and 13.5 feet BGS. Excavation services were completed by L&S Contracting LLC of Yacolt, Washington. The exploration logs are presented in this appendix.

The exploration locations are shown on Figure 2. The exploration locations were determined in the field by pacing or measuring from existing site features. This information should be considered accurate only to the degree implied by the methods used.

SOIL SAMPLING

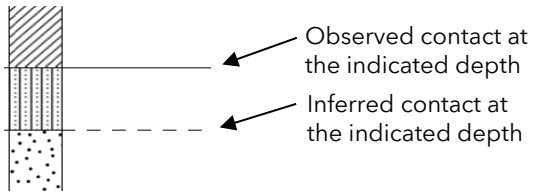
Representative grab samples of the soil observed in the test pits were collected from the walls and/or base of the test pits using the excavator bucket.

SOIL CLASSIFICATION

The soil samples were classified in the field in accordance with the "Exploration Legend" and "Soil Classification System," which are presented in this appendix. The exploration logs indicate the depths at which the soil characteristics change, although the change could be gradual. If the change occurred between sample locations, the depth was interpreted. Classifications are shown on the exploration logs.

EXPLORATION LEGEND

SAMPLER TYPE	DESCRIPTION
SPT	Sample collected from the indicated depth in general accordance with ASTM D1586, *Standard Test Method Standard Penetration Test (SPT) and Split-Barrel Sampling of Soils,* using an SPT sampler and 140-pound hammer
SH	Sample collected from the indicated depth in general accordance with ASTM D1587, *Standard Practice for Thin-Walled Tube Sampling of Fine-Grained Soils for Geotechnical Purposes,* using a thin-walled Shelby tube, or in general accordance with ASTM D6519, *Standard Practice for Sampling of Soil Using the Hydraulically Operated Stationary Piston Sampler,* using a thin-walled tube
D&M	Sample collected from the indicated depth in general accordance with ASTM D3550, *Standard Practice for Thick Wall, Ring-Lined, Split Barrel, Drive Sampling of Soils,* using a Dames & Moore sampler and 140-pound hammer or pushed
CSS	Sample collected from the indicated depth in general accordance with ASTM D3550, *Standard Practice for Thick Wall, Ring-Lined, Split Barrel, Drive Sampling of Soils,* using a 3-inch-outside diameter California split-spoon sampler and 140-pound hammer
DP	Sample collected from the indicated depth in general accordance with ASTM D6282, *Standard Guide for Direct Push Soil Sampling for Environmental Site Characterizations,* using a direct-push soil sampler
GRAB	Grab sample collected from the indicated depth
CORE	Pavement or rock core interval at the indicated depth



GEOTECHNICAL ABBREVIATIONS			
ATT	Atterberg limits	PP	Pocket penetrometer
CBR	California bearing ratio	P200	Percent passing No. 200 sieve
CON	Consolidation test	RES	Resilient modulus
DD	Dry density	SIEV	Sieve analysis
DS	Direct shear	TS	Torvane shear
HYD	Hydrometer	tsf	Tons per square foot
MC	Moisture content	UC	Unconfined compressive strength
MD	Moisture-density relationship	UU	Unconsolidated undrained triaxial test
NP	Non-plastic	VS	Vane shear
OC	Organic content	WD	Wet density
ENVIRONMENTAL ABBREVIATIONS			
CA	Sample submitted for chemical analysis	ND	Not detected
		NS	No sheen
PID	Photoionization detector headspace analysis	SS	Slight sheen
		MS	Moderate sheen
ppm	Parts per million	HS	Heavy sheen

SOIL CLASSIFICATION SYSTEM

PARTICLE-SIZE CLASSIFICATION

COMPONENT	ASTM / USCS		AASHTO	
	Size Range	Sieve Size Range	Size Range	Sieve Size Range
Boulders	Greater than 300 mm	Greater than 12 inches	--	--
Cobbles	75 mm to 300 mm	3 inches to 12 inches	Greater than 75 mm	Greater than 3 inches
Gravel	75 mm to 4.75 mm	3 inches to No. 4 sieve	75 mm to 2.00 mm	3 inches to No. 10 sieve
Coarse	75 mm to 19.0 mm	3 inches to 3/4-inch sieve	--	--
Fine	19.0 mm to 4.75 mm	3/4-inch to No. 4 sieve	--	--
Sand	4.75 mm to 0.075 mm	No. 4 to No. 200 sieve	2.00 mm to 0.075 mm	No. 10 to No. 200 sieve
Coarse	4.75 mm to 2.00 mm	No. 4 to No. 10 sieve	2.00 mm to 0.425 mm	No. 10 to No. 40 sieve
Medium	2.00 mm to 0.425 mm	No. 10 to No. 40 sieve	--	--
Fine	0.425 mm to 0.075 mm	No. 40 to No. 200 sieve	0.425 mm to 0.075 mm	No. 40 to No. 200 sieve
Fines (Silt and Clay)	Less than 0.075 mm	Passing No. 200 sieve	Less than 0.075 mm	Passing No. 200 sieve

CONSISTENCY FOR COHESIVE SOIL

CONSISTENCY	SPT N-VALUE (blows per foot)	D&M N-VALUE (blows per foot)	POCKET PENETROMETER (unconfined compressive strength [tsf])
Very soft	0 to 2	0 to 3	Less than 0.25
Soft	2 to 4	3 to 6	0.25 to 0.5
Medium stiff	4 to 8	6 to 12	0.5 to 1.0
Stiff	8 to 15	12 to 25	1.0 to 2.0
Very stiff	15 to 30	25 to 65	2.0 to 4.0
Hard	Greater than 30	Greater than 30	Greater than 4.0

RELATIVE DENSITY FOR GRANULAR SOIL

RELATIVE DENSITY	SPT N-VALUE (blows per foot)	D&M N-VALUE (blows per foot)
Very loose	0 to 4	0 to 11
Loose	4 to 10	11 to 26
Medium dense	10 to 30	26 to 74
Dense	30 to 50	74 to 120
Very dense	Greater than 50	Greater than 120

MOISTURE DESIGNATIONS

TERM	FIELD IDENTIFICATION
Dry	Very low moisture, dry to touch
Moist	Damp, color appears darkened, without visible moisture, cohesive soil will clump, sand will bulk
Wet	Visible free water, usually saturated

ADDITIONAL CONSTITUENTS

Percent	SILT AND CLAY IN		Percent	SAND AND GRAVEL IN		Percent	SECONDARY MATERIAL
	Fine-Grained Soil	Coarse-Grained Soil		Fine-Grained Soil	Coarse-Grained Soil		Organics and Man-Made Debris
< 5	trace	trace	< 5	trace	trace	< 4	trace
5 – 12	minor	with	5 – 15	minor	minor	4 – 12	some
> 12	some	silty/clayey	15 – 30	with	with		
			> 30	sandy/gravelly	with		

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Columbia West Engineering, Inc

TEST PIT NUMBER: TP-1

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/30/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 9:40 AM
LOGGED BY J. Wright
TIME COMPLETED 10:10 AM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS (LL-PL-PI)	REMARKS
					Medium stiff, brown SILT, moist (12 inches of topsoil, 4-inch-thick root zone). 1.0				
5	Grab	TP1.1	ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist.			50-30-20	
10	Grab	TP1.2							
	Grab	TP1.3			13.5				
					Exploration completed at 13.5 feet.				

GROUNDWATER: Slow seepage at 10 feet
CAVING: Not observed

BoreDM Template: Test Pit Template - New

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Columbia West Engineering, Inc

TEST PIT NUMBER: TP-2

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/30/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 9:00 AM
LOGGED BY J. Wright
TIME COMPLETED 9:30 AM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	FINES (%)	REMARKS
					Medium stiff, brown SILT, moist (8 inches of topsoil, 3-inch-thick root zone). 0.7				
			ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist.				
	Grab	TP2.1							Infiltration test at 4 feet.
5	Grab	TP2.2					29	85	
10	Grab	TP2.3			12.0				
					Exploration completed at 12 feet.				

GROUNDWATER: Moderate seepage at 10 feet
CAVING: Not observed

BoreDM Template: Test Pit Template - New

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Columbia West Engineering, Inc

TEST PIT NUMBER: TP-3

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/30/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 10:15 AM
LOGGED BY J. Wright
TIME COMPLETED 10:45 AM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	REMARKS
					Medium stiff, brown SILT, moist (12 inches of topsoil, 4-inch-thick root zone). 1.0			
			ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist.			
5	Grab	TP3.1						
10	Grab	TP3.2			13.0			
					Exploration completed at 13 feet.			

GROUNDWATER: Moderate seepage at 11 feet

CAVING: Not observed

BoreDM Template: Test Pit Template - New

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TEST PIT NUMBER: TP-4

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/30/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 11:00 AM
LOGGED BY J. Wright
TIME COMPLETED 11:30 AM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	REMARKS
					Medium stiff, brown SILT, moist (12 inches of topsoil, 4-inch-thick root zone). 1.0			
	Grab	TP4.1	ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist.		27	
5	Grab	TP4.2						
10	Grab	TP4.3			13.0			
					Exploration completed at 13 feet.			

GROUNDWATER: Not observed

CAVING: Not observed

BoreDM Template: Test Pit Template - New

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TEST PIT NUMBER: TP-5

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/30/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 11:35 AM
LOGGED BY J. Wright
TIME COMPLETED 12:05 PM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	FINES (%)	REMARKS
					Medium stiff, brown SILT, moist (8 inches of topsoil, 4-inch-thick root zone). 0.7				
			ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist.				
	Grab	TP5.1			With sand at 4 feet.		32	73	Infiltration test at 4 feet.
5									
	Grab	TP5.2			Trace gravel at 7 feet.				
					10.0				
10			MH		Stiff, orange-brown sandy SILT with cobbles and boulders, some clay, moist.				
	Grab	TP5.3			12.5				
					Exploration completed at 12.5 feet.				

GROUNDWATER: Not observed

CAVING: Not observed

BoreDM Template: Test Pit Template - New

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Columbia West Engineering, Inc

TEST PIT NUMBER: TP-6

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/30/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 12:15 PM
LOGGED BY J. Wright
TIME COMPLETED 12:45 PM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	FINES (%)	REMARKS
					Medium stiff, brown SILT, moist (12 inches of topsoil, 4-inch-thick root zone). 1.0				
5	Grab	TP6.1	ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist. 7.0				
10	Grab	TP6.2	MH		Stiff, orange-brown sandy SILT with cobbles and boulders, some clay, moist. 13.0				
	Grab	TP6.3					45	57	
					Exploration completed at 13 feet.				

GROUNDWATER: Slow seepage at 7 feet
CAVING: Not observed

BoreDM Template: Test Pit Template - New

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TEST PIT NUMBER: TP-7

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/31/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 1:00 PM
LOGGED BY J. Wright
TIME COMPLETED 1:30 PM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS (LL-PL-PI)	FINES (%)	REMARKS
					Medium stiff, brown SILT, moist (8 inches of topsoil, 3-inch-thick root zone). 0.7					
					Medium stiff, orange-brown SILT, some clay, minor sand, moist.					
	Grab	TP7.1	ML							Infiltration test at 4 feet.
5	Grab	TP7.2			Sandy at 5 feet.		50		54	
					8.0					
					Stiff, orange-brown sandy SILT with cobbles and boulders, some clay, moist.					
10	Grab	TP7.3	MH					61-48-13		
					13.0					
					Exploration completed at 13 feet.					

GROUNDWATER: Not observed
CAVING: Not observed

BoreDM Template: Test Pit Template - New

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TEST PIT NUMBER: TP-8

PROJECT NAME Uhacz Development
CLIENT Romano Development, Inc.
PROJECT NO. Romano-8-01-1
PROJECT CITY, STATE Camas, Washington
CONTRACTOR L&S Contractors
DATE COMPLETED 05/31/2025
EQUIPMENT CAT 307E2, 5-foot with tooth
TIME STARTED 1:45 PM
LOGGED BY J. Wright
TIME COMPLETED 2:15 PM

DEPTH (ft)	SAMPLE TYPE	SAMPLE ID	USCS	GRAPHIC LOG	MATERIAL DESCRIPTION	POCKET PEN (tsf)	MOISTURE CONTENT (%)	FINES (%)	REMARKS
					Medium stiff, brown SILT, moist (8 inches of topsoil, 3-inch-thick root zone). 0.7				
			ML		Medium stiff, orange-brown SILT, some clay, minor sand, moist.				
5	Grab	TP8.1			8.0				
	Grab	TP8.2			Stiff, orange-brown SILT with cobbles and boulders, some clay, minor sand, moist.		40	88	
10			MH		13.0				
					Exploration completed at 13 feet.				

GROUNDWATER: Not observed

CAVING: Not observed

BoreDM Template: Test Pit Template - New

APPENDIX B

APPENDIX B
LABORATORY TESTING

GENERAL

Laboratory testing was conducted on select soil samples to confirm field classifications and determine the index engineering properties and strength characteristics. The laboratory classifications are shown on the exploration logs if those classifications differed from the field classifications. The locations of the tested samples are shown on the exploration logs. Descriptions of the tests are presented below, and the testing results are presented in this appendix.

ATTERBERG LIMITS TESTING

Atterberg limits (plastic and liquid limits) testing was performed on select soil samples in general accordance with ASTM D4318. The plastic limit is defined as the moisture content where the soil becomes brittle. The liquid limit is defined as the moisture content where the soil begins to act similar to a liquid. The plasticity index is the difference between the liquid and plastic limits.

PARTICLE-SIZE ANALYSIS

Particle-size analyses were completed on select soil samples in general accordance with ASTM D1140 (P200). This test is a quantitative determination of the percent passing the U.S. Standard No. 200 sieve by dry weight.

MOISTURE CONTENT

The natural moisture content of select soil samples was determined in general accordance with ASTM D2216. The natural moisture content is a ratio of the weight of the water to dry soil in a test sample and is expressed as a percentage.

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MOISTURE CONTENT, PERCENT PASSING NO. 200 SIEVE BY WASHING

PROJECT	CLIENT	PROJECT NO.	
Uhacz Property 27429 SE 15th Street Camas, Washington	Romano Development, Inc. 4660 NE 77th Avenue, Ste. 200 Vancouver, WA 98662	Romano-8-01-1	
		ISSUE DATE: 06/11/25	PAGE: 1 of 1
		DATE SAMPLED: 05/30/25	SAMPLED BY: J. Wright

LABORATORY TEST DATA

TEST PROCEDURE
ASTM D2216 - Method A, ASTM D1140

LAB ID	CONTAINER MASS (g)	MOIST MASS + CONTAINER (g)	DRY MASS + CONTAINER (g)	AFTER WASH DRY MASS + CONTAINER (g)	FIELD ID	SAMPLE DEPTH (ft)	PERCENT MOISTURE CONTENT	PERCENT PASSING NO. 200 SIEVE
S25-1158	568.53	831.04	771.37	598.18	TP2.2	5	29%	85%
S25-1159	87.22	287.60	244.70	-	TP4.1	1	27%	-
S25-1160	1,036.42	1,925.04	1,708.91	1,217.17	TP5.1	4	32%	73%
S25-1161	995.65	2,181.21	1,815.90	1,345.58	TP6.3	10	45%	57%
S25-1162	975.04	2,174.30	1,773.48	1,341.90	TP7.2	5	50%	54%
S25-1164	556.31	840.07	759.50	580.12	TP8.2	8	40%	88%

NOTES:
Sample weights received for Lab ID: S25-1160, 1161, and 1162 did not meet the minimum size requirements; entire sample used for analysis.

DATE TESTED: 06/06/25
TESTED BY: M. Scherette

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ATTERBERG LIMITS REPORT

PROJECT	CLIENT	PROJECT NO.	
Uhacz Property 27429 SE 15th Street Camas, Washington	Romano Development, Inc. 4660 NE 77th Avenue, Ste. 200 Vancouver, WA 98662	Romano-8-01-1	
		ISSUE DATE: 06/11/25	PAGE: 1 of 1
		LAB ID: S25-1157	FIELD ID: TP1.1
		DATE SAMPLED: 05/30/25	SAMPLED BY: J. Wright

MATERIAL DATA

MATERIAL SAMPLED	MATERIAL SOURCE	USCS SOIL TYPE
SILT	Test Pit TP-1 depth = 5 feet	no data provided

LABORATORY TEST DATA

LABORATORY EQUIPMENT: Liquid Limit Machine, Hand Rolled

TEST PROCEDURE: ASTM D4318 - Method A

ATTERBERG LIMITS

liquid limit =	50
plastic limit =	30
plasticity index =	20

LIQUID LIMIT DETERMINATION

	❶	❷	❸	❹
wet soil + pan weight, g =	34.69	32.08	31.50	
dry soil + pan weight, g =	30.18	28.19	27.68	
pan weight, g =	20.82	20.42	20.42	
N (blows) =	33	23	17	
moisture, % =	48.2 %	50.1 %	52.6 %	

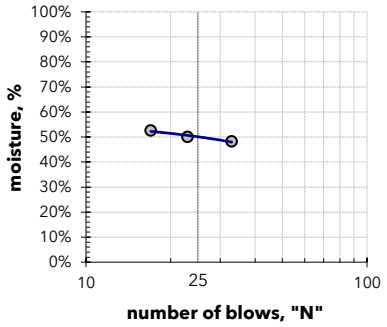
SHRINKAGE

shrinkage limit =	n/a
shrinkage ratio =	n/a

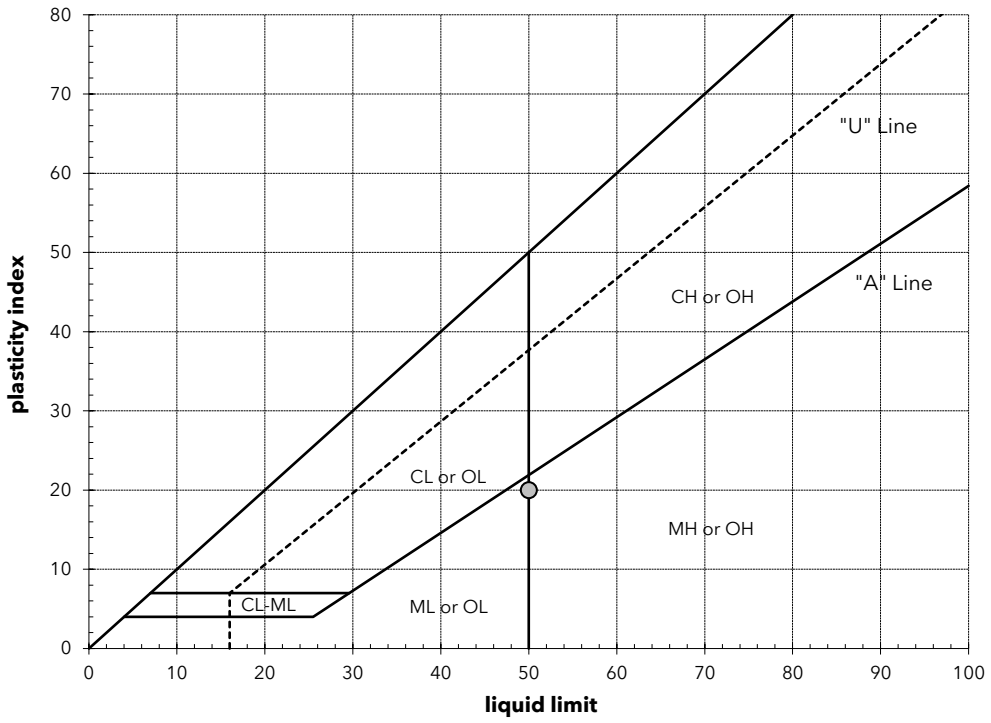
PLASTIC LIMIT DETERMINATION

	❶	❷	❸	❹
wet soil + pan weight, g =	28.32	27.66		
dry soil + pan weight, g =	26.61	26.00		
pan weight, g =	20.93	20.41		
moisture, % =	30.1 %	29.7 %		

LIQUID LIMIT



PLASTICITY CHART



ADDITIONAL DATA

% gravel =	n/a
% sand =	n/a
% silt and clay =	n/a
% silt =	n/a
% clay =	n/a
moisture content =	n/a

DATE TESTED	TESTED BY
06/09/25	M. Scherette

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ATTERBERG LIMITS REPORT

PROJECT	CLIENT	PROJECT NO.	
Uhacz Property 27429 SE 15th Street Camas, Washington	Romano Development, Inc. 4660 NE 77th Avenue, Ste. 200 Vancouver, WA 98662	Romano-8-01-1	
		ISSUE DATE: 06/11/25	PAGE: 1 of 1
		LAB ID: S25-1163	FIELD ID: TP7.3
		DATE SAMPLED: 05/30/25	SAMPLED BY: J. Wright

MATERIAL DATA

MATERIAL SAMPLED	MATERIAL SOURCE	USCS SOIL TYPE
SILT	Test Pit TP-7 depth = 11 feet	no data provided

LABORATORY TEST DATA

LABORATORY EQUIPMENT: Liquid Limit Machine, Hand Rolled

TEST PROCEDURE: ASTM D4318 - Method A

ATTERBERG LIMITS

liquid limit =	61
plastic limit =	48
plasticity index =	13

LIQUID LIMIT DETERMINATION

	❶	❷	❸	❹
wet soil + pan weight, g =	34.40	33.02	33.01	
dry soil + pan weight, g =	29.37	28.26	28.21	
pan weight, g =	20.94	20.54	20.67	
N (blows) =	32	22	15	
moisture, % =	59.7 %	61.7 %	63.7 %	

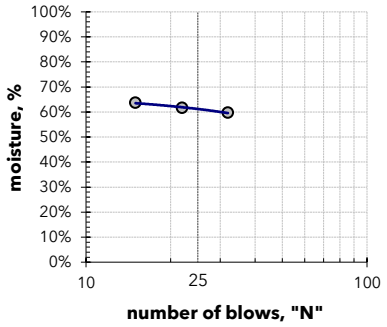
SHRINKAGE

shrinkage limit =	n/a
shrinkage ratio =	n/a

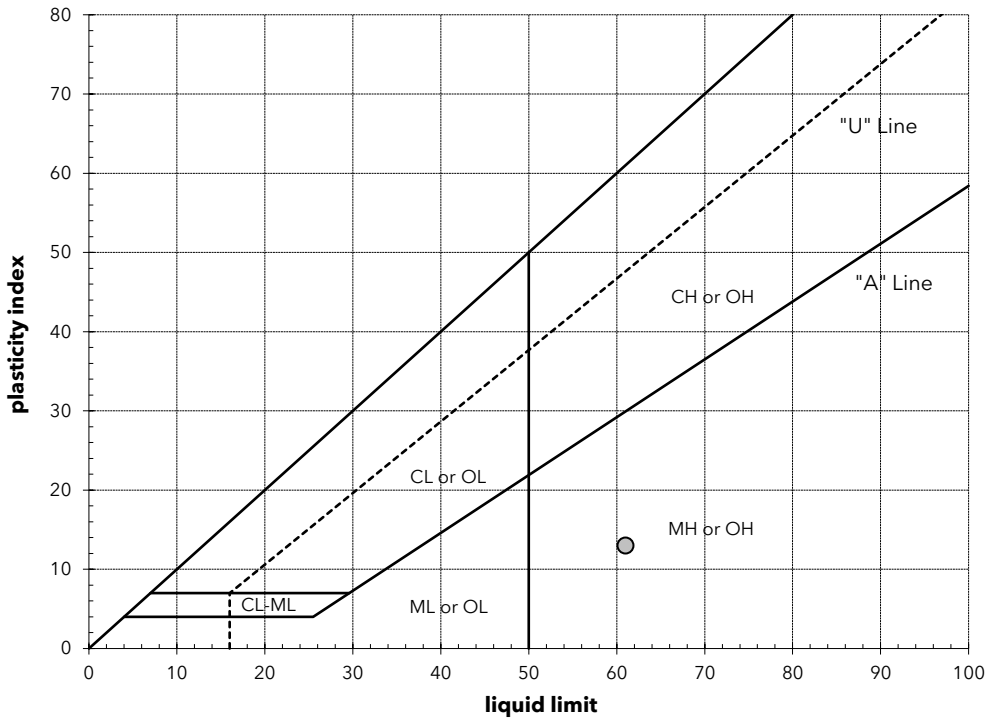
PLASTIC LIMIT DETERMINATION

	❶	❷	❸	❹
wet soil + pan weight, g =	27.12	27.34		
dry soil + pan weight, g =	25.06	25.26		
pan weight, g =	20.77	20.93		
moisture, % =	48.0 %	48.0 %		

LIQUID LIMIT



PLASTICITY CHART



ADDITIONAL DATA

% gravel =	n/a
% sand =	n/a
% silt and clay =	n/a
% silt =	n/a
% clay =	n/a
moisture content =	n/a

DATE TESTED	TESTED BY
06/09/25	M. Scherette

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CWE-S14-021524

APPENDIX C

APPENDIX C
REPORT LIMITATIONS AND IMPORTANT INFORMATION

Report Purpose, Use, and Standard of Care

This report has been prepared in accordance with standard fundamental principles and practices of geotechnical engineering and/or environmental consulting, and in a manner consistent with the level of care and skill typical of currently practicing local engineers and consultants. This report has been prepared to meet the specific needs of specific individuals for the indicated site. It may not be adequate for use by other consultants, contractors, or engineers, or if change in project ownership has occurred. It should not be used for any other reason than its stated purpose without prior consultation with Columbia West Engineering, Inc. (Columbia West). It is a unique report and not applicable for any other site or project. If site conditions are altered, or if modifications to the project description or proposed plans are made after the date of this report, it may not be valid. Columbia West cannot accept responsibility for use of this report by other individuals for unauthorized purposes, or if problems occur resulting from changes in site conditions for which Columbia West was not aware or informed.

Report Conclusions and Preliminary Nature

This geotechnical or environmental report should be considered preliminary and summary in nature. The recommendations contained herein have been established by engineering interpretations of subsurface soils based upon conditions observed during site exploration. The exploration and associated laboratory analysis of collected representative samples identifies soil conditions at specific discreet locations. It is assumed that these conditions are indicative of actual conditions throughout the subject property. However, soil conditions may differ between tested locations at different seasonal times of the year, either by natural causes or human activity. Distinction between soil types may be more abrupt or gradual than indicated on the soil logs. This report is not intended to stand alone without understanding of concomitant instructions, correspondence, communication, or potential supplemental reports that may have been provided to the client.

Because this report is based upon observations obtained at the time of exploration, its adequacy may be compromised with time. This is particularly relevant in the case of natural disasters, earthquakes, floods, or other significant events. Report conclusions or interpretations may also be subject to revision if significant development or other manmade impacts occur within or in proximity to the subject property. Groundwater conditions, if presented in this report, reflect observed conditions at the time of investigation. These conditions may change annually, seasonally or as a result of adjacent development.

Additional Investigation and Construction Observation

Columbia West should be consulted prior to construction to assess whether additional investigation above and beyond that presented in this report is necessary. Even slight variations in soil or site conditions may produce impacts to the performance of structural facilities if not adequately addressed. This underscores the importance of diligent construction observation and testing to verify soil conditions do not differ materially or significantly from the interpreted conditions utilized for preparation of this report.

Therefore, this report contains several recommendations for field observation and testing by Columbia West personnel during construction activities. Actual subsurface conditions are more readily observed and discerned during the earthwork phase of construction when soils are exposed. Columbia West cannot accept responsibility for deviations from recommendations described in this report or future performance of structural facilities if another consultant is retained during the construction phase or Columbia West is not engaged to provide construction observation to the full extent recommended.

Collected Samples

Uncontaminated samples of soil or rock collected in connection with this report will be retained for thirty days. Retention of such samples beyond thirty days will occur only at client's request and in return for payment of storage charges incurred. All contaminated or environmentally impacted materials or samples are the sole property of the client. Client maintains responsibility for proper disposal.

Report Contents

This geotechnical or environmental report should not be copied or duplicated unless in full, and even then only under prior written consent by Columbia West, as indicated in further detail in the following text section entitled Report Ownership. The recommendations, interpretations, and suggestions presented in this report are only understandable in context of reference to the whole report. Under no circumstances should the soil boring or test pit excavation logs, monitor well logs, or laboratory analytical reports be separated from the remainder of the report. The logs or reports should not be redrawn or summarized by other entities for inclusion in architectural or civil drawings, or other relevant applications.

Report Limitations for Contractors

Geotechnical or environmental reports, unless otherwise specifically noted, are not prepared for the purpose of developing cost estimates or bids by contractors. The extent of exploration or investigation conducted as part of this report is usually less than that necessary for contractor's needs. Contractors should be advised of these report limitations, particularly as they relate to development of cost estimates. Contractors may gain valuable information from this report, but should rely upon their own interpretations as to how subsurface conditions may affect cost, feasibility, accessibility and other components of the project work. If believed necessary or relevant, contractors should conduct additional exploratory investigation to obtain satisfactory data for the purposes of developing adequate cost estimates. Clients or developers cannot insulate themselves from attendant liability by disclaiming accuracy for subsurface ground conditions without advising contractors appropriately and providing the best information possible to limit potential for cost overruns, construction problems, or misunderstandings.

Report Ownership

Columbia West retains the ownership and copyright property rights to this entire report and its contents, which may include, but may not be limited to, figures, text, logs, electronic media, drawings, laboratory reports, and appendices. This report was prepared solely for the client, and other relevant approved users or parties, and its distribution must be contingent upon prior express written consent by Columbia West. Furthermore, client or approved users may not use, lend, sell, copy, or distribute this document without express written consent by Columbia West.

Client does not own nor have rights to electronic media files that constitute this report, and under no circumstances should said electronic files be distributed or copied. Electronic media is susceptible to unauthorized manipulation or modification, and may not be reliable.

Consultant Responsibility

Geotechnical and environmental engineering and consulting is much less exact than other scientific or engineering disciplines, and relies heavily upon experience, judgment, interpretation, and opinion often based upon media (soils) that are variable, anisotropic, and non-homogenous. This often results in unrealistic expectations, unwarranted claims, and uninformed disputes against a geotechnical or environmental consultant. To reduce potential for these problems and assist relevant parties in better understanding of risk, liability, and responsibility, geotechnical and environmental reports often provide definitive statements or clauses defining and outlining consultant responsibility. The client is encouraged to read these statements carefully and request additional information from Columbia West if necessary.

In re: Uhacz Subdivision

) NO. SUB26-1011
)
) AFFIDAVIT OF MAILING
)
)
)
)
)
Respondent.)

STATE OF WASHINGTON)
) ss.
CLARK COUNTY)

I, Carey Certo, on oath says:

I, Carey Certo, on June 17, 2026, I directed a true and correct copy of the SEPA DNS be served upon the parties herein, in the above-entitled action, by depositing with the U.S. Post Office, Camas, Washington, a postage-prepaid envelope containing same addressed as follows: See attached list.

Carey Certo
SIGNATURE

SUBSCRIBED and SWORN to before me this 18th day of June, 2026.

Aireanna Baldwin
Notary Public
State of Washington
My Appointment Expires 10/1/2028
Commission Number 183848

Aireanna Baldwin
Notary Public in and for the State of Washington, residing at Clark County
My appointment expires: 10/1/2028

TRAINOR LANCE
27405 SE 15TH ST
CAMAS, WA 98607

XIAN XIAODONG & WU QINDI
2234 JACKSON ST
FREMONT, CA 94539

B&S WEBSTER HOLDINGS LLC
1109 SE 247TH CT
CAMAS, WA 98607

ESWARAPPA HARSHA R &
ESWARAPPA ALINE ADELAIDE
27602 SE 15TH ST
CAMAS, WA 98687

BASSE DANIEL & BASSE HEATHER
2124 NE 38TH CR
CAMAS, WA 98607

HILLS AT ROUND LAKE HOA
11807 NE 99TH ST SUITE #1170
VANCOUVER, WA 98682

CHOPRA YOGESH K & TANDON
RUCHI
3288 KLOETZEL LANE
SAN JOSE, CA 95148

DECCAN INVESTMENTS LLC
5393 NW 134TH AVE
PORTLAND, OR 97229

HROZA TIMOTHY ALAN TRUSTEE
4214 NE TACOMA CT
CAMAS, WA 98607

BADER AMY N TRUSTEE
2035 NE 41ST AVE
CAMAS, WA 98607

UHACZ GERALD A & UHACZ JANICE
TRUSTEE
1918 SE 283RD AVE
CAMAS, WA 98607

HERRON JEFFERY & DEL PILAR
HERRON MARIA
27417 SE 15TH ST
CAMAS, WA 98607

PERSONS ROBERT & PERSONS MARY
27414 SE 15TH ST
CAMAS, WA 98607

ADAMS KELLY
1705 SE 273RD AVE
CAMAS, WA 98607

ADAMS COBY D JR & ADAMS
SHANNON S
2132 NE 38TH CIR
CAMAS, WA 98607

LENNAR NORTHWEST INC
11807 NE 99TH ST STE 1170
VANCOUVER, WA 98682

STROH JUSTIN R & PETERSON
BRITTANY P
3714 NE SITKA DR
CAMAS, WA 98607

CHOATE MICHAEL J & CHOATE ALINA
6076 NW OLYMPIC ST
CAMAS, WA 98607

GOODMAN JEREMY & GOODMAN
TARYN
18904 NE 35TH CT
RIDGEFIELD, WA 98642

SONG DAVID & SONG HYUNJUNG
4106 NE TACOMA CT
CAMAS, WA 98607

ADAMS JAMES & ADAMS CAROL
TRUSTEES
1705 SE 273RD AVE
CAMAS, WA 98607

RAMIREZ SHAWN & RAMIREZ SILBA
975 W BAMBOO CT
WASHOUGAL, WA 98671

HOLDAWAY SONIA & HOLDAWAY
TIMOTHY
27510 SE 15TH ST
CAMAS, WA 98607

CANTU JOHN P & CANTU BEATRIZ
2116 NE 38TH CIR
VANCOUVER, WA 98607

LI WENLI & QIAO GUIBIN
3334 CORNISH CT
FREMONT, CA 94536

WILKINSON TROY P & WILKINSON
MICHAELA L
3710 NE SITKA DR
CAMAS, WA 98607

WEAKLEY TODD & WEAKLEY DONG
MEI
2004 NW 42ND AVE
CAMAS, WA 98607

HILLS AT ROUND LAKE HOA
PO BOX 87970
VANCOUVER, WA 98687

KHANGURA JASPREET K & GOURDE
CHARLES J TRUSTEES
4116 NE TACOMA CT
CAMAS, WA 98607

UDLAND AARON RICHARD &
UDLAND SHANNON MICHELLE
4112 NE TACOMA CT
CAMAS, WA 98607

LIU HUIYING & JIN LIANG TRUSTEES
2925 NW 127TH AVE
PORTLAND, OR 97229

ANDERSON JEFFREY A & ANDERSON VIVIEN J
4231 NE TACOMA CT
CAMAS, WA 98607

HO YUI-LUEN JEREMY & HO SHUANG LI
4215 NE TACOMA CT
CAMAS, WA 98607

VIZIREANU GABRIEL L & VIZIREANU CLAUDIA V
13848 SE MOUNTAIN CREST DR
HAPPY VALLEY, OR 97086

VENKATARAMANAN KEERTHI PRASAD & GOVINDARAJAN DHARINI
4031 NE TACOMA CT
CAMAS, WA 98607

VERNON ROGER DEAN & VERNON MAREN EMILIA TRUSTEES
4007 NE TACOMA CT
CAMAS, WA 98607

ROCHA DAVID ALEJANDRO & ROCHA BETHANY KATHLEEN
3937 NE TACOMA COURT
CAMAS, WA 98607

SIBILLA ANDREW & SIBILLA LESLIE
3913 NE TACOMA CT
CAMAS, WA 98607

GROSSMAN JOSHUA M & GROSSMAN ASHLEY M TRUSTEES
3918 NE TACOMA CT
CAMAS, WA 98607

GUPTA ASHISH & GUPTA NITIKA
1105 SW RIVINGTON DR
PORTLAND, OR 97201

DOWNING AARON & DOWNING ALYSSA
4130 NE TACOMA CT
CAMAS, WA 98607

CHAPPELL ALENA
4227 NE TACOMA COURT
CAMAS, WA 98607

STADDON PETER
4207 NE TACOMA CT
CAMAS, WA 98607

STUPAK MICHAEL & STUPAK ALICIA
4113 NE TACOMA COURT
CAMAS, WA 98607

PAULL ALEXANDRA CARLY & PAULL CARSON ELLIS
4023 NE TACOMA CT
CAMAS, WA 98607

DAVIDSON THOMAS E & REILLY ANGIE
3953 NE TACOMA CT
CAMAS, WA 98607

STENSTADVOLD MARK J & STENSTADVOLD KATHLEEN G
3929 NE TACOMA CT
CAMAS, WA 98607

MATELAU ASAELI JUNIOR & MARTINEZ LIOVIGILDA
3905 NE TACOMA CT
CAMAS, WA 98607

SIKORSKY ANDREW & SIKORSKY BRITTANY
3924 NE TACOMA CT
CAMAS, WA 98607

PETERS KEVIN W TRUSTEE
4010 NE TACOMA CT
CAMAS, WA 98607

HPA JV BORROWER 2019-1 ML LLC
120 S RIVERSIDE PLZ STE 2000
CHICAGO, IL 60606

LI HONGWEI & LU MOU
2640 NW 28TH CIR
CAMAS, WA 98607

ACOSTA RONALD & ALBANO MARY
4129 NE TACOMA COURT
CAMAS, WA 98607

PRICE JACK R & PRICE PATRICIA K
4105 NE TACOMA CT
CAMAS, WA 98607

NGUYEN BAO-QUYEN & PHAM VU
4015 NE TACOMA CT
CAMAS, WA 98607

POULTON LYNETTE
3945 NE TACOMA CT
CAMAS, WA 98607

YUGANG CUI & JUAN LI TRUSTEES
2105 PRINCETON ST
PALO ALTO, CA 94306

HILL JASON & HILL TIFFANY
3912 NE TACOMA CT
CAMAS, WA 98607

DYE CHRISTOPHER & DYE MINDETT TRUSTEES
3932 NE TACOMA CT
CAMAS, WA 98607

OSTBY BRITTANY STARR & OSTBY TYLER
4012 NE TACOMA COURT
CAMAS, WA 98607

MCENTIRE NICHOLAS & MCENTIRE KRYSTLE
2050 NE 41ST AVE
CAMAS, WA 98607

NAZEMNOVA TATIANA & GONZALEZ ANTHONY
2425 NW LARKSPUR CT
CAMAS, WA 98607

WANG YINGPENG & IMKO GENEVIEVE
4020 NE TACOMA CT
CAMAS, WA 98607

STANLEY RICHARD M & STANLEY KIMBERLY J
4014 NE TACOMA COURT
CAMAS, WA 98607

GORDON ROBERT & GORDON ANNA
4008 NE TACOMA CT
CAMAS, WA 98607

FREDERICKSON RUSSELL B & FREDERICKSON JENNY E
3944 NE TACOMA CT
CAMAS, WA 98607

HILLS AT ROUND LAKE HOA
17933 NW EVERGREEN PKWY STE 200
BEAVERTON, OR 97006

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17933 NW EVERGREEN PKWY STE 200
BEAVERTON, OR 97006

RINGWALA SNEH & OMOTO KIM
3718 NE SITKA DR
CAMAS, WA 98607

SASAKI CARL H & SASAKI ELAINE M
3508 NW LOGAN CT
CAMAS, WA 98607

PESTES GEOFFREY & PESTES JESSICA
3722 NE SITKA DR
CAMAS, WA 98607

WASHBURN SHEENA C & WASHBURN JONATHAN D
3724 NE SITKA DR
CAMAS, WA 98607

SHANNON ROBERT & SHANNON COURTNEY
3726 NE SITKA DR
CAMAS, WA 98607

NADARAJAH KRISHNA REKHA P & SUBRAMANIAM CHANDRAN
3637 NE PIONEER ST
CAMAS, WA 98607

LAUER BRYAN & LAUER SARA
3634 NE PIONEER ST
CAMAS, WA 98607

CHENG SUSANNA & CHAU YAT LUNG
4873 CORNFLOWER ST
SAN RAMON, CA 94582

HILLS AT ROUND LAKE HOA
PO BOX 87970
VANCOUVER, WA 98687

HILLS AT ROUND LAKE HOA
PO BOX 87970
VANCOUVER, WA 98687

CHOU MEI YIN
15411 NE 119TH ST
BRUSH PRAIRIE, WA 98606

WONG GRANTLEY W
1813 NE 37TH AVE
CAMAS, WA 98607

ALWARD ALINA & ALWARD JORDAN
1811 NE 37TH AVE
CAMAS, WA 98607

SID HENRY JORGE & LEE VIVIAN PO YEE
6425 83RD ST
MIDDLE VILLAGE, NY 11378

CIOT DIANA
PO BOX 1143
CAMAS, WA 98607

CIOT DIANA
PO BOX 1143
CAMAS , WA 98607

LUNDH HENRIK A JR
1719 NE 37TH AVE
CAMAS, WA 98607

WHITE MATTHEW M & WHITE CHRISTINE R
1715 NE 37TH AVE
CAMAS, WA 98607

CIOT DIANA
PO BOX 1143
CAMAS , WA 98607

QIU HUATAN & SU YINGMEI
10700 SE BEAVERTON HILLSDALE HWY #200-3
BEAVERTON, OR 97005

PENIKIS GUNAR & GARSZTKA ANNE
909 NW FREMONT ST
CAMAS, WA 98607

TAO FENG & YAN BING
1814 NE 37TH AVE
CAMAS, WA 98607

LI MEI TRUSTEE
1816 NE 37TH AVE
CAMAS, WA 98607

KONSTANTARAS SUSAN &
KONSTANTARAS EMANUEL
3652 NE QUINCE WAY
CAMAS, WA 98607

THE HILLS AT ROUND LAKE LLC
PO BOX 61426
VANCOUVER, WA 98666

THE HILLS AT ROUND LAKE LLC
PO BOX 61426
VANCOUVER, WA 98666

ADAMS JAMES & ADAMS CAROL
1705 SE 273RD AVE
CAMAS, WA 98607

State Environmental Policy Act
Determination of Non-Significance

CASE NO: SUB26-1011 Uhacz Subdivision

APPLICANT: Romano Capital, Inc.
Stacey Shields
4660 NE 77th Avenue, Suite 200
Vancouver, WA 98662

REQUEST: To construct a 32-lot single-family home subdivision.

LOCATION: 27429 SE 15th St
Tax Parcel 178413000

LEGAL DESCRIPTION: The project is located in the SW ¼ of Section 36 Township 2 North, Range 3 East of the Willamette Meridian, Camas, WA.

SEPA DETERMINATION: Determination of Non-Significance (DNS)

COMMENT DEADLINE: July 2, 2026, at 5:00 p.m.

As lead agency under the State Environmental Policy Act (SEPA) Rules [Chapter 197-11, Washington Administrative Code (WAC)], the City of Camas must determine if there are possible significant adverse environmental impacts associated with this proposal. The options include the following:

- DS = Determination of Significance (The impacts cannot be mitigated through conditions of approval and, therefore, requiring the preparation of an Environmental Impact Statement (EIS).
- MDNS = Mitigated Determination of Non-Significance (The impacts can be addressed through conditions of approval), or;
- DNS = Determination of Non-Significance (The impacts can be addressed by applying the Camas Municipal Code).

Determination:

Determination of Non-Significance (DNS). The City of Camas, as lead agency for review of this proposal, has determined that this proposal does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(e). This decision was made after review of a completed environmental checklist, and other information on file with the City of Camas.

Date of Publication & Comment Period:

Publication date of this DNS is **June 18, 2026**, and is issued under WAC 197-11-340. The lead agency will not act on this proposal until the close of the 14-day comment period which ends on **July 2, 2026**. Comments may be sent by email to communitydevelopment@cityofcamas.us or regular mail to:

City of Camas SEPA Official
Community Development Department
616 NE Fourth Avenue
Camas, Washington 98607

Responsible Official: Robert Maul (360) 817-1568

Robert Maul, Planning Manager and Responsible Official

June 18, 2026
Date of publication

Preliminary Plat (SUB26-1011)



SITE MAP



VICINITY MAP

State Environmental Policy Act
Determination of Non-Significance

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Mailed to property owners within 300-feet on June 17, 2026
Posted on bulletin boards at Camas City Hall, Camas Library and the City of Camas website at: http://www.cityofcamas.us

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Responsible Official: Robert Maul (360) 817-1568

Robert Maul, Planning Manager and Responsible Official	**June 18, 2026** **Date of publication**

Preliminary Plat (SUB26-1011)



SITE MAP



VICINITY MAP

State Environmental Policy Act
Determination of Non-Significance

CASE NO: SUB26-1011 Uhacz Subdivision

APPLICANT: AKS Engineering & Forestry LLC
9600 NE 126th Ave Suite 2520
Vancouver, WA 98682

REQUEST: To construct a 32-lot single-family home subdivision.

LOCATION: 27429 SE 15th St
Tax Parcel 178413000

LEGAL DESCRIPTION: The project is located in the SW ¼ of Section 36 Township 2 North, Range 3 East of the Willamette Meridian, Camas, WA.

SEPA DETERMINATION: Determination of Non-Significance (DNS)

COMMENT DEADLINE: July 2, 2026, at 5:00 p.m.

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Community Development Department
616 NE Fourth Avenue
Camas, Washington 98607

Responsible Official: Robert Maul (360) 817-1568

Robert Maul, Planning Manager and Responsible Official

June 18, 2026
Date of publication

Preliminary Plat (SUB26-1011)



SITE MAP



VICINITY MAP

COMMUNITY DEVELOPMENT DEPARTMENT
616 NE 4th Avenue
Camas, WA 98607
www.ci.camas.wa.us

Date Published: June 18, 2026

To Whom It May Concern:

Please find enclosed a Determination of Non-Significance (DNS) for **Uhacz Subdivision (SUB26-1011)** that was issued pursuant to the State Environmental Policy Act (SEPA) Rules, Chapter 197-11, Washington Administrative Code. The enclosed review comments reflect evaluation of the environmental checklist by the lead agency as required by WAC 197-11-330(1)(a)(i).

The following materials were submitted with the initial application:

- Applicant Narrative
- Preliminary Development Plans
- Traffic Report
- SEPA Checklist
- Tree Survey
- Preliminary Stormwater Report
- Geotechnical Report
- Pre-App Notes
- Title Report
- Mailing Labels
- Archaeological Predetermination*

All application materials are available for review upon request from the Community Development Department. *Archaeological information is exempt from public disclosure, consistent with RCW 42.56.300.

Written comments may be submitted on this determination within fourteen (14) days of its issuance, after which the DNS will be reconsidered in light of the comments received.

Please address all correspondence to:
City of Camas, SEPA Official
Community Development Department
616 NE Fourth Avenue
Camas, Washington 98607
communitydevelopment@cityofcamas.us

Distribution:

Applicant
C-Tran
Camas School District
Camas Building Official, Brian Smith
Camas Engineering Department Managers and Staff
Camas Fire Department, Randy Miller
Camas Finance Director, Cathy Huber Nickerson
Camas Community Development Director, Alan Peters
Camas Mayor and City Council Members
Camas Parks and Recreation Director, Chris Witkowski
Camas Planning Manager and Staff
Camas Police Chief, Tina Jones
Camas Public Works Director, Scott Collins
Camas Public Library, Connie Urquhart
Camas-Washougal Post Record
Chinook Indian Nation
Cultural Resource Program, Cowlitz Indian Tribe
Cultural Resource Program, Yakama Indian Nation
Clark County Department of Environmental Services
Clark County Department of Transportation
Clark County Natural Resources Council
Clark Public Utilities
Department of Ecology
Department of Fish and Wildlife, Region 5
Department of Natural Resources, SEPA Center
Southwest Clean Air Agency
US Army Corps of Engineers
Vancouver - Clark Parks & Recreation
Washington Office of Archaeology & Historic Preservation
Washington State Department of Transportation
Washington State Parks and Recreation Commission, Environmental Program
Property Owners within 300 feet *(mailed the SEPA Determination & map)*

State Environmental Policy Act
Determination of Non-Significance

CASE NO: SUB26-1011 Uhacz Subdivision

APPLICANT: AKS Engineering & Forestry LLC
9600 NE 126th Ave Suite 2520
Vancouver, WA 98682

REQUEST: To construct a 32-lot single-family home subdivision.

LOCATION: 27429 SE 15th St
Tax Parcel 178413000

LEGAL DESCRIPTION: The project is located in the SW ¼ of Section 36 Township 2 North, Range 3 East of the Willamette Meridian, Camas, WA.

SEPA DETERMINATION: Determination of Non-Significance (DNS)

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Camas, Washington 98607

Responsible Official: Robert Maul (360) 817-1568

Robert Maul, Planning Manager and Responsible Official

June 18, 2026
Date of publication

Preliminary Plat (SUB26-1011)



SITE MAP



VICINITY MAP

Community Development
616 NE Fourth Avenue • Camas, WA 98607
(360) 817-1568
http://www.cityofcamas.us

SEPA ENVIRONMENTAL CHECKLIST

UPDATED 2016

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

***Instructions for applicants*:**

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background

1. Name of proposed project, if applicable:
Uhacz Subdivision

2. Name of applicant:
Romano Capital, Inc.

3. Address and phone number of applicant and contact person:

Applicant:
Romano Capital, Inc.
Attn: Stacey Shields
4460 NE 77th Avenue, Suite 200
Vancouver, WA 98662
stacey@romanofinancial.com
(360) 904-4759

Contact:
AKS Engineering & Forestry
Attn: Michael Andreotti
9600 NE 126th Avenue, Suite 2520
Vancouver, WA 98682
andreottim@aks-eng.com
(360) 882-0419

4. Date checklist prepared:
February 2026

5. Agency requesting checklist:
City of Camas

6. Proposed timing or schedule (including phasing, if applicable):
The project is anticipated to begin construction as soon as all permits are obtained in Summer 2026. This project is proposed to be constructed in one phase.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
There are no current plans for future additions, expansions, or further activity related to or connected with this proposal.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
- Geotechnical Report (Columbia West)
- Preliminary Stormwater Technical Information Report (AKS Engineering & Forestry (AKS))
- Transportation Impact Study (Kittleson & Associates)
- This SEPA Checklist (AKS Engineering & Forestry (AKS))
- Archaeological Survey (Applied Archaeological Research, Inc. (AAR))

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
None known.

10. List any government approvals or permits that will be needed for your proposal, if known.
- Type III Preliminary Subdivision Approval
- Final Engineering Approval
- Grading Permit
- Erosion Control Plan Approval

- Final Plat Approval
- SEPA Determination
- NPDES Permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Applicant plans to subdivide one parcel that is ±6.98 acres in size into 32 single-family residential lots for the future construction of single-family homes. Tracts for stormwater facilities, parking, private streets, and open space will also be created with this project.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The site is addressed as 27429 SE 15th Street, Camas, WA 98607

Tax Lots: 178413-000 in the SW ¼, S36, T2N, R3E.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other____

b. What is the steepest slope on the site (approximate percent slope)?

The steepest slopes on-site are approximately 40 percent.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

According to Clark County GIS, the subject site contains Olympic stony clay loam (OmE), 3 to 30 percent slopes, Olympic clay loam (OlD), 8 to 20 percent slopes, Olympic clay loam (OlB), 3 to 8 percent slopes. The site is not being used for agricultural purposes and is surrounded by urban neighborhoods to the east and south.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are no known surface indicators or a history of unstable soils on site or in the vicinity of the site.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Site grading will occur to construct lots, roads, and utility improvements. The Applicant proposes to remove all surface vegetation and stockpile topsoil within the disturbed area to perform the necessary site grading. The disturbed area totals ±6.95 acres with ±23,000 cubic yards of cut and ±10,000 cubic yards of fill. Fill material will come from on-site sources or approved off-site sources if necessary. Excess material will be hauled off-site to an

approved location.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Yes, erosion is possible during construction in the form of silt transfer and dust blowoff. Stormwater and Erosion Control Plans will be prepared and implemented by the Applicant for the site improvement, which will meet or exceed the requirements imposed by the City of Camas Municipal Code (CMC) and the Washington State Department of Ecology (ECY).

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately ±3.34 acres, ±48.1 percent, of the site area may be covered with impervious surfaces. This includes homes, driveways, streets and sidewalks, and parking areas.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Stormwater and Erosion Control Plans will be prepared and implemented in accordance with CMC and ECY standards.

2. Air

i. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Construction equipment and vehicles will generate dust and particulate emissions during the construction period. Resident, visitor, delivery, mail delivery, and waste management vehicles will generate particulate emissions in the long term. Other potential emission sources include small power tools including, but not limited to, small gas-powered equipment used for site and landscape maintenance. The quantities of those emissions are unknown.

a. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

Off-site sources of emissions or odor near the project site are exhaust emissions from vehicles traveling along the adjacent streets, and the surrounding properties. These sources are not anticipated to impact this project. There are no other known sources or emissions or odors that will impact the site.

b. Proposed measures to reduce or control emissions or other impacts to air, if any:

If necessary, water will be utilized for dust control as needed during the construction of the proposed site improvements. Emissions control measures for vehicles and equipment are regulated under CMC, ECY, and U.S. Environmental Protection Agency (EPA) standards. It is anticipated that all vehicles and equipment will comply with these regulations.

3. Water

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There are no surface water bodies on or in the immediate vicinity of the site.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

There are no onsite surface water bodies or surface water bodies within 200 feet of the site; therefore, no work will

occur in any surface waters.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill or dredge material will be placed in or removed from surface waters or wetlands with this project.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No surface water withdrawals or diversions are required with this project.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No, the project is not within a 100-year flood plain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No, this project does not involve any discharge of waste materials to surface waters.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

There are no existing wells on-site and this project will not involve withdrawing groundwater for drinking or other purposes.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . .; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material will be discharged into the ground from septic tanks or other sources with this project.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The stormwater generated by the proposed site improvements will be collected on-site and conveyed to a stormwater facility for mechanical treatment and detention. The stormwater facility will be privately owned and maintained by the HOA. The stormwater improvements are designed to follow the pre-developed drainage pattern, ultimately discharging at approved rates to an existing manhole within NE Woodburn Drive near the southeast corner of the site. All proposed stormwater improvements are designed per City of Camas standards and the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW). Refer to the Preliminary Stormwater Technical Information Report (TIR) and Preliminary Plans included with this application for additional information.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No waste materials are proposed to enter ground or surface waters as part of this application. Fuels, such as diesel or gasoline, could potentially spill on the site during the construction of the project. Without adequate erosion

control or stormwater mitigation, waste materials could possibly enter ground or surface waters. However, the proposed stormwater treatment and erosion control measures will minimize the potential for waste materials to be conveyed to ground or surface waters.

d. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The proposed project will not alter or affect the drainage patterns in the vicinity of the site.

e. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

The project will meet or exceed the CMC and ECY erosion control and stormwater standards. The stormwater generated by the proposed impervious surfaces will be collected, treated, and discharged at rates allowed per the City. Any spills will be immediately responded to, and appropriate remediation measures will be taken.

4. Plants

a. Check the types of vegetation found on the site:

_X_ deciduous tree: alder, maple, aspen, other
_X_ evergreen tree: fir, cedar, pine, other
_X_ shrubs
_X_ grass
____ pasture
____ crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____ water plants: water lily, eelgrass, milfoil, other
____ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

All existing vegetation, including trees, shrubs, and grass, within the disturbed area will be removed. Vegetation outside of the planned disturbed areas will be protected to the greatest extent practicable.

c. List threatened and endangered species known to be on or near the site.

According to the Washington State Department of Natural Resources Online Data Explorer, there are no known threatened or endangered plant species within the project site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The proposed development will include two open space tracts, totaling ±25,897-square-feet in size. Existing native landscaping will be retained to the greatest extent practicable, and site landscaping will be installed with this project. Native and naturalized plants will be used for the proposed site landscaping and street trees will be installed with this project. Additionally, future homeowners will landscape their individual lots.

e. List all noxious weeds and invasive species known to be on or near the site.

Himalayan Blackberry is found on and near the site.

5. Animals

a. List any birds and other animals which have been observed on or near the site or are

known to be on or near the site.

Animals that are known to be on or near the site are rabbits, squirrels, rodents, hawks, songbirds, and crows.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site.

According to the Washington State Department of Fish and Wildlife PHS, there are no mapped threatened or endangered species known to be on or near the site.

c. Is the site part of a migration route? If so, explain.

The site is located within what is commonly referred to as the Pacific Flyway. This Flyway is the general migratory route for various species of ducks, geese, and other migratory waterfowl. Neotropical birds, such as Robins, may seasonally utilize or be near the site.

d. Proposed measures to preserve or enhance wildlife, if any:

Vegetation outside of the proposed disturbed area will be protected to the greatest extent practicable. Onsite open space tracts will also be protected with this project and landscaping will be installed on the residential lots which will provide potential for additional habitat.

e. List any invasive animal species known to be on or near the site.

No invasive animal species are known to be on or near the site.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity and potentially natural gas will be used for the completed project. Electricity will be used for standard residential uses such as heating or cooling, lighting, electric vehicle charging, and for other household appliances.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No, it is not anticipated that the project will affect adjacent properties potential use of solar energy.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

All construction on-site will be designed to comply with the Washington State Energy Code and the adopted version of the International Building Code and City of Camas Municipal Code as applicable to this project.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Heavy equipment and a variety of materials will be utilized to construct the project. Environmental hazards are limited to standard risks associated with residential construction. Beyond site construction, no known environmental health hazards are associated with this project.

1) Describe any known or possible contamination at the site from present or past uses.

There is no known contamination at the site from present or past uses.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no known existing hazardous chemicals or conditions that might affect the project development.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Typical construction materials will be used during the construction phase, which may include gas, diesel, and oil. Future homeowners may store and use toxic or hazardous chemicals such as gasoline or household cleaning chemicals.

4) Describe special emergency services that might be required.

Emergency services are expected to be typical of a residential subdivision, and no special emergency services are anticipated with this project. The project area is within City of Camas jurisdiction and is currently served by fire, police, and EMS providers.

5) Proposed measures to reduce or control environmental health hazards, if any:

All contractors will be expected to comply with all applicable local, state, and federal regulations related to the project's construction and operations. It is anticipated that all construction will be inspected according to the applicable requirements and standards.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

There are existing traffic noises from local streets, as well as noise from the surrounding existing residential homes. It is not anticipated that these noises will affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction on the site will create short-term construction noise. Construction activities will not occur after 7 p.m. or before 7 a.m. as required by CMC. Visitors, residents, mail delivery, deliveries, and solid waste and recycling vehicles will create some noise in the long term. Other long-term noise sources include typical residential noises, such as small power tools, including, but not limited to, gas-powered equipment used for site and landscape maintenance.

3) Proposed measures to reduce or control noise impacts, if any:

Construction on the site will take place during normal construction hours as allowed by the City of Camas (CMC 9.32.050(A)).

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The site is currently used as a single-family residence. The site is surrounded by similar single-family residential uses on all sides. It is not anticipated that the project development will affect the current land uses or the adjacent

properties.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

It does not appear that commercial farming, agricultural uses, or forestland uses have occurred on-site in the last 20 years. No agricultural or forest land of long term significance will be converted with this project.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No, the project will not affect or be affected by surrounding working farms or forest land.

c. Describe any structures on the site.

The existing onsite structures include one house, one shop, and one shed.

d. Will any structures be demolished? If so, what?

Yes. All onsite structures will be demolished with this project.

e. What is the current zoning classification of the site?

The project site is zoned Residential-6,000 (R-6).

f. What is the current comprehensive plan designation of the site?

The current comprehensive plan designation for the site is SFH.

g. If applicable, what is the current shoreline master program designation of the site?

The site is not within a shoreline master program designation area.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

According to Clark County GIS, there are no on-site critical areas within the project area.

i. Approximately how many people would reside or work in the completed project?

The applicant is proposing to construct 32 single-family homes. ±90 people are expected to reside in the completed project. The figure was derived from multiplying the total number of lots by 2.8 (persons per single family household); the State of Washington Department of Ecology standard calculation for occupancy rates utilized in instances when the exact number is not yet known.

j. Approximately how many people would the completed project displace?

There is one existing single-family home on site; however, the home is currently vacant. Therefore, no people will be displaced with this project.

k. Proposed measures to avoid or reduce displacement impacts, if any:

The project will result in a net increase in the number of housing units available on the project site.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project will meet the applicable Washington State and CMC requirements. The project will also obtain approval through the City of Camas Type III Subdivision Review and Final Engineering review processes.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

The project will meet the applicable Washington State and CMC requirements. The project will also obtain approval through the City of Camas Type III Subdivision Review and Final Engineering review processes.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

The proposed project is for the creation of 32 single-family residential lots. The future homes constructed on the new lots will be middle-income units.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

One middle income housing unit will be eliminated with this project.

c. Proposed measures to reduce or control housing impacts, if any:

The project will positively contribute to the community by providing additional housing supply. Applicable park, school, and traffic impact fees will provide mitigation for impacts of the new subdivision.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

No buildings are proposed with this application; therefore, the height of the future homes is unknown, however, the homes will not exceed the 35-foot maximum height allowed in the R-6 zoning district.

b. What views in the immediate vicinity would be altered or obstructed?

Views across the site will be altered with the full build-out of the project, and adjoining properties may be able to see some of the future residences.

c. Proposed measures to reduce or control aesthetic impacts, if any:

The proposed development will meet the applicable zoning and building requirements of City of Camas. The project will also obtain approval through the City of Camas Type III Subdivision Review and Final Engineering review, and building permit review processes. These measures are intended to control aesthetic impacts.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Typical residential lighting (vehicle headlights and residential home lighting); and streetlights will light the area in the nighttime hours.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

The installation of illuminated materials for the project will be done in such a way as to minimize dispersion offsite. The light and glare from this project will not create a safety hazard.

c. What existing off-site sources of light or glare may affect your proposal?

There are no known existing off-site sources of light or glare that will affect the project.

d. Proposed measures to reduce or control light and glare impacts, if any:

Lighting for the proposed development will comply with the City of Camas lighting standards for glare reduction, light levels and fixture types, and conform to the photometric and light detail plans included as part of the review process.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

The following designated and informal recreational opportunities

- Lacamas Regional Park is ±0.28 miles to the southwest.
- Lacamas Heights Park is ±0.51 miles to the northwest.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No existing recreational uses are being displaced with this project.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Open space tracts will be created with this project for the benefit of the community, a segment of regional trail T-27 identified in the Camas Parks, Recreation, and Open Space Plan will be constructed, and the Applicant will pay required Park Impact Fees.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

According to the Archaeological Predeterminations completed by AAR, dated September 18, 2025, and March 13, 2026, there is one structure on-site that is over 45 years old. The structure was photographed in the field and research was completed to establish its construction date, style, and resource type. AAR's Architectural Historian, Aimee Finley, M.S., documented the historical structure and assessed its eligibility to be listed on the National Register of Historic Places (NRHP). The information gathered was used to complete a historic property inventory (HPI) report for the structure.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Under AP No. 2025-88 issued by the Washington DAHP, AAR conducted archaeological investigations at pre-contact site 45CL1619 on a property proposed to be developed into the Uhacz residential subdivision. The investigations included a surface inspection and the excavation of four QTUs and three TUs. In all, 4 square meters of site area was exposed and approximately 2.8 cubic meters of site sediment was processed. Archaeological materials were encountered on-site; however, the excavations did not identify cultural features, faunal or floral remains, or FCR. It is AAR's opinion that site 45CL1619 is not a good candidate for additional hand excavations as it is unlikely that such studies would yield additional cultural material that would alter or change current interpretations of the site. AAR recommends monitoring development-related ground disturbances in the central part of the site, where the densest cultural material was recovered, to ensure that cultural remains or deposits that could change the assessment of the

site's importance are not disturbed or destroyed.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

AAR field investigations were conducted between January 17 and 30, 2026, under DAHP AP No. 2025-88. They began with an inspection of the ground surface of the site. During the inspection, archaeologists walked transects spaced no more than 5 meters apart and closely examined the ground surface for artifacts. (TUs) that measured 1-by-1 meter were excavated throughout the site. Placement of the excavation units was partly guided by the results of AAR's previous investigation, with several units placed near STPs that contained a high density of artifacts. The units were excavated in 10-cm arbitrary levels to depths that ranged from 50 to 90 cm below surface, or to 20 cm below the depth of the last artifact. All excavated sediment was sifted through one-eighth-inch mesh hardware cloth. Collected artifacts were separated and bagged by level in each unit. Information from each excavation level was recorded on unit-level records, including the unit provenience, depth range, excavation technique, a plan sketch (where appropriate), and a detailed soil description. At least one wall of each QTU and TU was drawn and photographed. Profile documentation used guidelines outlined by the Soil Survey Staff and was consistent with the North American Stratigraphic Code. Sediment colors were recorded using a Munsell soil color chart.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

In the event that archaeological materials, Indian cairns, or human remains are encountered during the development of the properties, all construction activities will stop in the vicinity of the finds. The Applicant will then immediately notify the planning official and the Washington State DAHP. Procedures outlined under Washington Administrative Code (WAC) 24-28-020 will be followed and work will not resume until mitigation measures have been agreed upon.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The subject site is currently served by SE 15th Street to the north and NE 41st Avenue is stubbed to site's east boundary. South of the site is NE Woodburn Drive; however, no site access is available from NE Woodburn Drive. Upon completion of this project, site access will be gained exclusively through NE 41st Avenue. The planned road network has been designed to provide pedestrian and vehicular circulation.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The subject site is not served by public transit. The nearest transit stop is about 1.30 miles south of the site near the intersection of NE 3rd Avenue and SE Crown Road.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

Each single-family lot will be provided with a minimum of two parking spaces (one driveway space and one garage space). Six additional parking spaces located in common tracts will be dispersed throughout the development. There is one existing single family home on-site that provides at least four parking spaces (two garage spaces and two driveway spaces). All existing on-site parking spaces will be eliminated with this project.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Three new local access roads will be constructed with this project. NE 41st Avenue will be extended into the site and NE 40th Avenue and NE 275th Avenue will be constructed on-site. All three roads will be constructed to City of Camas Street Detail ST3 standards with a 52-foot-wide right-of-way, 28-foot-wide paved surface, and 7-foot-wide planter strips and 5-foot-wide sidewalks on both sides of the road.

NE Woodburn Drive is an existing public road to the south of the site. A strip of right-of-way, up to 18 feet wide, will be dedicated along NE Woodburn Drive with this project. A 6-foot-wide planter strip, 6-foot-wide sidewalk, and 12-foot-wide paved surface will be installed on the north side of NE Woodburn Drive with this project. The planned improvements to NE Woodburn Drive will end ±8 feet short of the site's west boundary to protect an off-site tree that is ±7 feet to the west. Upon completion of this project, NE Woodburn Drive will be improved to City of Camas Street Detail ST4 standards with a 60-foot-wide right-of-way, 36-foot-wide paved surface, and 6-foot-wide sidewalks on both sides of the road. The planter strip along the south side of NE Woodburn Drive will be 5 feet wide and the planter strip along the north side of NE Woodburn Drive will be 6 feet wide.

Seven feet of right-of-way will be dedicated to SE 15th Street with this project. Due to the limited frontage width, no improvements to SE 15th Street are planned and will not be required with this project as discussed by city staff at the pre-application conference.

Two private streets are planned with this project, Private Street A and Private Street B. Private Street A will serve three lots and will include a 20-foot-wide paved surface in a 20-foot wide tract (Tract B). Private Street B will serve six lots, be less than 300 feet long, and include a 28-foot-wide paved surface, 5-foot planter strip and 5-foot detached sidewalk on one site, in a 42-foot wide tract (Tract C). Both private streets will gain access from NE 275th Avenue and have been designed to not affect circulation to the surrounding lots or conflict with an existing adopted street plan. Circulation to the neighboring parcel to the west will be provided from NE 41st Avenue and NE 40th Avenue.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No, the project will not use or occur in the vicinity of water, rail, or air transportation.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The Applicant's transportation engineering consultant, Kittelson & Associates, prepared a TIS for the project. Trip generation was calculated for the 32-lot subdivision using the ITE Trip Generation Manual 12th Edition. The TIS states the project will generate 302 Average Daily Trips (ADT) with 27 a.m. peak hour trips and 34 p.m. peak hour trips. The TIS recommends the Applicant pay applicable City of Vancouver proportional share fees and does not recommend any other on-site or off-site improvements. It is unknown how many of those trips will be truck trips.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No, it is not anticipated that the project will interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area.

h. Proposed measures to reduce or control transportation impacts, if any:

The applicant will pay all applicable transportation impact fees and proportionate share fees for the project. Additionally, this project will dedicate rights-of-way and construct streets to serve the proposed subdivision.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

Yes, the addition of 32 new single-family homes will result in an increased need for public services.

b. Proposed measures to reduce or control direct impacts on public services, if any.

This project will construct new public roads and utilities, including fire hydrants. The project is required to pay proportionate share fees and impact fees for traffic, schools, and park facilities. Additionally, the project will pay system development charges, property taxes and other municipally imposed taxes and fees. Combined these measures will aid in offsetting the impacts this project will have on public services.

16. Utilities

a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Water – City of Camas
Sanitary Sewer – City of Camas
Electricity – Clark Public Utilities
Refuse – Waste Connections
Communication – Comcast, Lumen
Natural Gas – Northwest Natural

Water service will be extended into the site from an existing water main in NE 41st Avenue. That water main will then be looped through the site and connect to an existing water main in NE Woodburn Drive. All lots will be provided with individual water meters and services, and all water improvements will be designed and constructed per City of Camas engineering standards. Sanitary sewer service for the site will be provided by new on-site sanitary sewer mains. There is an existing sanitary sewer main in NE Umatilla Street that will be extended northwest into the site within NE Woodburn Road right-of-way and connect with the proposed main that will be constructed in NE 275th Avenue. New sanitary sewer mains will also be constructed in NE 40th Avenue, NE 41st Avenue, Tract B, Tract C, and Tract D. Sanitary service laterals will be extended to each lot and all sanitary sewer improvements will be designed and constructed to City of Camas engineering standards. Power and communication lines will also be extended into the project within public utility easements. Natural gas is available at the site, but it has not been determined if it will be used for the project at this time.

Signature

Under the penalty of perjury, the above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee: Michael Andreotti

Position and Agency/Organization: Land Use Planner / AKS Engineering & Forestry

Date Submitted: March 2026

Carey Certo

From: Yogi Chopra <choprayogi@gmail.com>
Sent: Saturday, June 20, 2026 8:23 PM
To: Community Development Email
Subject: Public Comment and Request for Information: SEPA DNS for SUB26-1011 (Uhacz Subdivision)

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Dear City of Camas SEPA Official,

I am writing as a local homeowner in the immediate vicinity of the proposed Uhacz Subdivision (Case No: SUB26-1011, Tax Parcel 178413000).

I recently received the notice regarding the Determination of Non-Significance (DNS) issued on June 18, 2026.

As an invested member of this community, I have significant concerns regarding the potential long-term infrastructure and environmental impacts of introducing a 32-lot single-family home development to this specific area. The two-page notice provided does not contain the underlying data required for residents to understand how the lead agency arrived at this conclusion.

To ensure transparency and address community concerns regarding potential developer bias, I am formally submitting the following requests for information prior to the July 2, 2026 comment deadline:

1. **Environmental Checklist and Technical Studies:** Please provide the completed SEPA environmental checklist referenced in the determination, along with all associated technical studies. Specifically, I request access to the traffic impact analysis, stormwater/hydrogeologic evaluations, and critical areas reports utilized for this review.

2. **Testing Methodology:** What specific empirical testing, field inspections, or site-specific data modeling were conducted to verify that a 32-lot density increase will not cause significant adverse environmental or infrastructural impacts?

3. **Historical Precedent and Empirical Data:** What empirical outcomes or post-construction audits from past, similarly-sized subdivisions in Camas are being relied upon to guarantee that standard municipal code is sufficient to mitigate these localized impacts?

4. **Impact Mitigation Safeguards:** If standard Camas Municipal Code is the sole mechanism for addressing these impacts, how does the City plan to monitor and enforce compliance during the grading

and construction phases to protect existing properties from runoff, localized flooding, or structural disruptions?

Please consider this correspondence both a formal request for public records regarding this case file and an official public comment expressing concern over the current lack of detailed oversight shared with the public.

I look forward to your timely response and the receipt of the requested documentation so that I may review it thoroughly before the close of the comment period.

Sincerely,
-Yogi

Carey Certo

From: Tania Gonzalez <mymaplevalleyhome@gmail.com>
Sent: Thursday, June 25, 2026 9:32 PM
To: Community Development Email
Subject: Case No: SUB26-1011 Uhacz Subdivision

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Case No:

SUB26-1011 Uhacz Subdivision

I am writing as a concerned property owner directly impacted by the proposed 32-lot Uhacz Subdivision.

1.There is a risk of muddy runoff and localized flooding onto downhill properties during heavy rain events. Will developer install advanced perimeter silt fencing and temporary sediment ponds *prior* to any mass grading or clearing?

2.Because this is currently an open field, mass grading especially during dry months stretches will generate substantial airborne dust, impacting the health and properties of immediate neighbors. Will the the developer take measures to prevent it (like to run water trucks continuously across all exposed soils during operating hours to suppress particulate matter, etc)

3.Will the city allow a tiny residential street like NE 41st Ave to act as the "main gate" or primary artery for the construction site? It will create an intolerable acoustic environment for immediate neighbors and potentially block emergency vehicle access, endanger local residents. The construction companies frequently use these narrow residential stubs during the actual building phase. They use them to stage utility vehicles, bring in subcontractors, dig trench lines for sewers, or store materials so they don't block the faster, busier traffic on SE 15th Street near the high school.

4. I am concerned about the potential conflict with Camas High School traffic during the active construction phase. Because heavy equipment will need to turn onto and off SE 15th Street, there is a strong possibility of severe backups during morning drop-off and afternoon pickup hours. A slow-moving gravel truck or concrete mixer pulling out into a concentrated stream of student drivers, parents, and school buses could cause immediate gridlock and safety hazards. Is the city evaluating a construction traffic curfew to restrict heavy equipment transport, material deliveries, or lane closures along the SE 15th Street corridor during peak school commute hours (7:45 AM – 8:45 AM and 2:45 PM – 3:45 PM) on school days for example?

Thank you for your time and dedication to protecting the integrity of established Camas neighborhoods.

Best regards,

Tatiana Nazemnova

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Southwest Region Office
PO Box 47775, Olympia, WA 98504-7775 • 360-407-6300

July 1, 2026

Robert Maul, Planning Manager
City of Camas
Community Development Department
616 Northeast Fourth Avenue
Camas, WA 98607

Dear Robert Maul:

Thank you for the opportunity to comment on the determination of non-significance for the Uhacz Subdivision Project (SUB26-1011) located at 27429 Southeast 15th Street as proposed by AKS Engineering & Forestry, LLC. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

HAZARDOUS WASTE & TOXICS REDUCTION: Garret Peck (564) 669-0836

The applicant proposes to demolish an existing structure(s). In addition to any required asbestos abatement procedures, the applicant should ensure that any other potentially dangerous or hazardous materials present, such as PCB-containing lamp ballasts, fluorescent lamps, and wall thermostats containing mercury, are removed prior to demolition. It is important that these materials and wastes are removed and appropriately managed prior to demolition. It is equally important that demolition debris is also safely managed, especially if it contains painted wood or concrete, treated wood, or other possibly dangerous materials.

Please review the "Dangerous Waste Rules for Demolition, Construction, and Renovation Wastes," posted at Ecology's website, https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Dangerous-waste-guidance/Common-dangerous-waste/Construction-and-demolition. The applicant may also contact Katy Harvey of Ecology's Hazardous Waste and Toxics Reduction Program at katy.harvey@ecy.wa.gov for more information about safely handling dangerous wastes and demolition debris.

SOLID WASTE MANAGEMENT: Derek Rockett (360) 995-3176

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from your local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department or Department of Ecology for proper management of these materials.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(JKT:202602604)

cc: Garret Peck, HWTR
Derek Rockett, SWM

Carey Certo

From: Shana Lombard <slombard@cowlitz.org>
Sent: Thursday, July 2, 2026 5:08 PM
To: Community Development Email
Cc: Stone, Jessica (DAHP)
Subject: Fw: SUB26-1011 Uhacz Subdivision SEPA Determination of Non-Significance
Attachments: SUB26-1011 SEPA Distribution Packet.pdf; CIT Cultural Resource Protection Laws - Feb 2026.pdf; CIT Unanticipated Discoveries Protocol - Feb 2026.pdf

WARNING: This message originated outside the City of Camas Mail system. DO NOT CLICK on links or open attachments unless you recognize the sender and are expecting the content. If you recognize the sender as a city employee and you see this message this email is a phishing email. If you are unsure, click the Phish Alert button to redirect the email for ITD review.

To whom it may concern,

Given that the above-referenced project is within the Cowlitz Indian Tribe's territory, the Tribe's Cultural Resources Department (CRD) would like to state its interest. The Tribe attaches religious and cultural significance to cultural resources throughout our area of concern, and this includes archaeological resources, traditional cultural properties, and elements of the built environment.

We recommend monitoring development-related ground disturbances to ensure that cultural remains or deposits that could change the assessment of the site's importance are not disturbed or destroyed.

Please keep us apprised of the construction schedule so our department may have the opportunity to monitor also.

This determination is based on all currently available knowledge and is subject to revision should new information arise. Please contact me at slombard@cowlitz.org or (360) 353-9924 with any questions or concerns you may have. We look forward to working with you on this undertaking.

Thank you for your time and attention.

náxʷɬqʷul'as,

***Shana Lombard** (She/Her)*
Cultural Resources Technician
Enrolled Member of the Cowlitz Indian Tribe
slombard@cowlitz.org
D: (360) 353-9924
https://www.Cowlitz.org

https://www.cowlitz.org/cultural-resources

COWLITZ INDIAN TRIBE

Confidentiality Notice: This email, including any attachments, may contain confidential or privileged information intended only for the recipient. If you are not the intended recipient, or if you believe that you have received this email in error, please contact the sender and delete this message immediately. Any unauthorized review, use, disclosure, or distribution is strictly prohibited. The Archaeological Resources Protection Act (16 USC § 470hh), the National Historic Preservation Act (54 USC § 307103), and public records laws from Washington (RCW 43.56.300) and Oregon (ORS 192.345[11]) all protect information regarding cultural resources.

From: Community Development Email <communitydevelopment@cityofcamas.us>
Sent: Thursday, June 18, 2026 8:38 AM
To: camaspermits@aks-eng.com <camaspermits@aks-eng.com>; Camas School District, Laura Nowland <laura.nowland@camas.wednet.edu>; Camas School District, Sherman Davis <sherman.davis@camas.wednet.edu>; Camas Washougal Post Record <kelly.moyer@camaspostrecord.com>; Chinook Indian Nation <Office@chinooknation.org>; Clark County Concurrency Engineer <David.Jardin@clark.wa.gov>; Clark County Natural Resources, John S. Karpinski <karpjd@comcast.net>; Clark County, Environmental Services, Kevin Tyler <kevin.tyler@clark.wa.gov>; Clark PUD, Construction Design Manager, David Tetz <dtetz@clarkpud.com>; Clark PUD, Senior ROW Agent, Vera Anderson <vanderson@clarkpud.com>; PermitReview <permitreview@cowlitz.org>; NRDpermit <nrdpermit@cowlitz.org>; C-Tran Analyst <devrev@c-tran.org>; Dept of Fish & Wildlife <R5Planning@dfw.wa.gov>; Dept. of Archeological & Historic Preservation <sepa@dahp.wa.gov>; Dept. of Natural Resources SEPA Center <sepacenter@dnr.wa.gov>; Lorie Clark, , Lower Columbia Fish Recovery Board <lclark@lcfrb.org>; Southwest Clean Air Agency, Duane Johnson <Duane@swcleanair.org>; US Army Corps of Engineers <joshua.r.taylor@usace.army.mil>; Vancouver-Clark Parks & Recreation <parksrec@cityofvancouver.us>; Washington Parks & Recreation Commission, Environmental Program Manager <sepa@parks.wa.gov>; WSDOT SW Region <SW-SEPA-REVIEW@WSDOT.WA.GOV>; Yakama Indian Nation, Environmental Resources <enviroreview@yakama.com>; Yakama Indian Nation, Environmental Resources, Elizabeth Sanchey <esanchey@yakama.com>
Cc: Alan Peters <APeters@cityofcamas.us>; Alan Peters <APeters@cityofcamas.us>; Allen Westersund <AWestersund@cityofcamas.us>; Anita Ashton <AAshton@cityofcamas.us>; Brian Smith <BSmith@cityofcamas.us>; permits <permits@cityofcamas.us>; Cathy Huber Nickerson <chuber@cityofcamas.us>; Chris Witkowski <CWitkowski@cityofcamas.us>; Community Development Email <communitydevelopment@cityofcamas.us>; Connie Urquhart <CUrquhart@cityofcamas.us>; Curleigh (Jim) Carothers <jcarothers@cityofcamas.us>; Doug Quinn <DQuinn@cityofcamas.us>; Jennifer Senescu <JSenescu@cityofcamas.us>; Jim Hodges <JHodges@cityofcamas.us>; John Nohr <JNohr@cityofcamas.us>; John Svilarich <JSvilarich@cityofcamas.us>; Lauren Hollenbeck <LHollenbeck@cityofcamas.us>; Madeline Coulter <mcoulter@cityofcamas.us>; Mahsa Eshghi <MEshghi@cityofcamas.us>; Marilyn Boerke <MBoerke@cityofcamas.us>; Martin Elzingre <MElzingre@cityofcamas.us>; Randy Miller <RMiller@cityofcamas.us>; Robert Maul <RMaul@cityofcamas.us>; Scott Collins <SCollins@cityofcamas.us>; Steve Hogan <shogan@cityofcamas.us>; Tim Hein <THein@cityofcamas.us>; Tina Jones <TJones@cityofcamas.us>; Yvette Sennewald <YSennewald@cityofcamas.us>
Subject: SUB26-1011 Uhacz Subdivision SEPA Determination of Non-Significance

WARNING: This email originated outside of the Cowlitz Indian Tribe. Please verify sender before replying, opening attachments or clicking on links.

Attached is a SEPA Determination of Non-Significance (DNS) for Uhacz Subdivision for your review and comment.

Request: To construct a 32-lot single-family home subdivision.

Publication: The publication date for this DNS is Thursday, June 18, 2026. The SEPA comment period ends on Thursday, July 2, 2026, at 5:00 p.m.

Comments: Send comments to **communitydevelopment@cityofcamas.us** or by standard mail to the City of Camas SEPA Official, Community Development Department at 616 NE Fourth Avenue, Camas, WA 98607.

NOTICE OF PUBLIC DISCLOSURE: This e-mail account is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this e-mail, in whole or in part may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

Carey Certo

From: Lance Trainor <lancetrainor@hotmail.com>
Sent: Thursday, July 2, 2026 9:40 AM
To: Community Development Email
Cc: Lance Trainor
Subject: SUB26-1011 Uhacz Subdivision SEPA comment

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Hello,

I recently received a letter asking for comments regarding potential environmental issues related to the SUB26-1011 Uhacz Subdivision proposal.

I live at 27405 SE 15th St. and just want to comment on the large amount of water drainage from the Uhacz property. The property has always been the very wet, with standing water in the field for much of the winter. The previous owner installed a large drainage pipe to divert this water into the ditch that runs along the south side of SE 15th St.

Since the installation of the drain pipe, approximately 8" in diameter, water pours out of this pipe for several days after every rain and floods the drainage ditch as well as my front yard. It completely submerges my water meter and prevents access to my water cut off switch. It also erodes the gravel that supports the street itself.

I just want to take this opportunity to make sure that future development on this property addresses the significant water runoff issue. I am happy to discuss.

Thanks,

Lance Trainor
287405 SE 15th St.
Camas, Wa 98607
(248) 808-8408
lancetrainor@hotmail.com

In re: Uhacz Subdivision

) NO. SUB26-1011
)
) AFFIDAVIT OF MAILING
)
)
)
)
)
Respondent.)

STATE OF WASHINGTON)
) ss.
CLARK COUNTY)

I, Carey Certo, on oath says:

I, Carey Certo, on August 5, 2026, I directed a true and correct copy of the Notice of Application & Public Hearing be served upon the parties herein, in the above-entitled action, by depositing with the U.S. Post Office, Camas, Washington, a postage-prepaid envelope containing same addressed as follows: See attached list.

Carey Certo
SIGNATURE

SUBSCRIBED and SWORN to before me this 6th day of August, 2026.

Aireanna Baldwin
Notary Public
State of Washington
My Appointment Expires 10/1/2028
Commission Number 183848

Aireanna Baldwin
Notary Public in and for the State of Washington, residing at Clark County
My appointment expires: 10/1/2028

TRAINOR LANCE
27405 SE 15TH ST
CAMAS, WA 98607

XIAN XIAODONG & WU QINDI
2234 JACKSON ST
FREMONT, CA 94539

B&S WEBSTER HOLDINGS LLC
1109 SE 247TH CT
CAMAS, WA 98607

ESWARAPPA HARSHA R &
ESWARAPPA ALINE ADELAIDE
27602 SE 15TH ST
CAMAS, WA 98687

BASSE DANIEL & BASSE HEATHER
2124 NE 38TH CR
CAMAS, WA 98607

HILLS AT ROUND LAKE HOA
11807 NE 99TH ST SUITE #1170
VANCOUVER, WA 98682

CHOPRA YOGESH K & TANDON
RUCHI
3288 KLOETZEL LANE
SAN JOSE, CA 95148

DECCAN INVESTMENTS LLC
5393 NW 134TH AVE
PORTLAND, OR 97229

HROZA TIMOTHY ALAN TRUSTEE
4214 NE TACOMA CT
CAMAS, WA 98607

BADER AMY N TRUSTEE
2035 NE 41ST AVE
CAMAS, WA 98607

UHACZ GERALD A & UHACZ JANICE
TRUSTEE
1918 SE 283RD AVE
CAMAS, WA 98607

HERRON JEFFERY & DEL PILAR
HERRON MARIA
27417 SE 15TH ST
CAMAS, WA 98607

PERSONS ROBERT & PERSONS MARY
27414 SE 15TH ST
CAMAS, WA 98607

ADAMS KELLY
1705 SE 273RD AVE
CAMAS, WA 98607

ADAMS COBY D JR & ADAMS
SHANNON S
2132 NE 38TH CIR
CAMAS, WA 98607

LENNAR NORTHWEST INC
11807 NE 99TH ST STE 1170
VANCOUVER, WA 98682

STROH JUSTIN R & PETERSON
BRITTANY P
3714 NE SITKA DR
CAMAS, WA 98607

CHOATE MICHAEL J & CHOATE ALINA
6076 NW OLYMPIC ST
CAMAS, WA 98607

GOODMAN JEREMY & GOODMAN
TARYN
18904 NE 35TH CT
RIDGEFIELD, WA 98642

SONG DAVID & SONG HYUNJUNG
4106 NE TACOMA CT
CAMAS, WA 98607

ADAMS JAMES & ADAMS CAROL
TRUSTEES
1705 SE 273RD AVE
CAMAS, WA 98607

RAMIREZ SHAWN & RAMIREZ SILBA
975 W BAMBOO CT
WASHOUGAL, WA 98671

HOLDAWAY SONIA & HOLDAWAY
TIMOTHY
27510 SE 15TH ST
CAMAS, WA 98607

CANTU JOHN P & CANTU BEATRIZ
2116 NE 38TH CIR
VANCOUVER, WA 98607

LI WENLI & QIAO GUIBIN
3334 CORNISH CT
FREMONT, CA 94536

WILKINSON TROY P & WILKINSON
MICHAELA L
3710 NE SITKA DR
CAMAS, WA 98607

WEAKLEY TODD & WEAKLEY DONG
MEI
2004 NW 42ND AVE
CAMAS, WA 98607

HILLS AT ROUND LAKE HOA
PO BOX 87970
VANCOUVER, WA 98687

KHANGURA JASPREET K & GOURDE
CHARLES J TRUSTEES
4116 NE TACOMA CT
CAMAS, WA 98607

UDLAND AARON RICHARD &
UDLAND SHANNON MICHELLE
4112 NE TACOMA CT
CAMAS, WA 98607

LIU HUIYING & JIN LIANG TRUSTEES
2925 NW 127TH AVE
PORTLAND, OR 97229

ANDERSON JEFFREY A & ANDERSON VIVIEN J
4231 NE TACOMA CT
CAMAS, WA 98607

HO YUI-LUEN JEREMY & HO SHUANG LI
4215 NE TACOMA CT
CAMAS, WA 98607

VIZIREANU GABRIEL L & VIZIREANU CLAUDIA V
13848 SE MOUNTAIN CREST DR
HAPPY VALLEY, OR 97086

VENKATARAMANAN KEERTHI PRASAD & GOVINDARAJAN DHARINI
4031 NE TACOMA CT
CAMAS, WA 98607

VERNON ROGER DEAN & VERNON MAREN EMILIA TRUSTEES
4007 NE TACOMA CT
CAMAS, WA 98607

ROCHA DAVID ALEJANDRO & ROCHA BETHANY KATHLEEN
3937 NE TACOMA COURT
CAMAS, WA 98607

SIBILLA ANDREW & SIBILLA LESLIE
3913 NE TACOMA CT
CAMAS, WA 98607

GROSSMAN JOSHUA M & GROSSMAN ASHLEY M TRUSTEES
3918 NE TACOMA CT
CAMAS, WA 98607

GUPTA ASHISH & GUPTA NITIKA
1105 SW RIVINGTON DR
PORTLAND, OR 97201

DOWNING AARON & DOWNING ALYSSA
4130 NE TACOMA CT
CAMAS, WA 98607

CHAPPELL ALENA
4227 NE TACOMA COURT
CAMAS, WA 98607

STADDON PETER
4207 NE TACOMA CT
CAMAS, WA 98607

STUPAK MICHAEL & STUPAK ALICIA
4113 NE TACOMA COURT
CAMAS, WA 98607

PAULL ALEXANDRA CARLY & PAULL CARSON ELLIS
4023 NE TACOMA CT
CAMAS, WA 98607

DAVIDSON THOMAS E & REILLY ANGIE
3953 NE TACOMA CT
CAMAS, WA 98607

STENSTADVOLD MARK J & STENSTADVOLD KATHLEEN G
3929 NE TACOMA CT
CAMAS, WA 98607

MATELAU ASAELI JUNIOR & MARTINEZ LIOVIGILDA
3905 NE TACOMA CT
CAMAS, WA 98607

SIKORSKY ANDREW & SIKORSKY BRITTANY
3924 NE TACOMA CT
CAMAS, WA 98607

PETERS KEVIN W TRUSTEE
4010 NE TACOMA CT
CAMAS, WA 98607

HPA JV BORROWER 2019-1 ML LLC
120 S RIVERSIDE PLZ STE 2000
CHICAGO, IL 60606

LI HONGWEI & LU MOU
2640 NW 28TH CIR
CAMAS, WA 98607

ACOSTA RONALD & ALBANO MARY
4129 NE TACOMA COURT
CAMAS, WA 98607

PRICE JACK R & PRICE PATRICIA K
4105 NE TACOMA CT
CAMAS, WA 98607

NGUYEN BAO-QUYEN & PHAM VU
4015 NE TACOMA CT
CAMAS, WA 98607

POULTON LYNETTE
3945 NE TACOMA CT
CAMAS, WA 98607

YUGANG CUI & JUAN LI TRUSTEES
2105 PRINCETON ST
PALO ALTO, CA 94306

HILL JASON & HILL TIFFANY
3912 NE TACOMA CT
CAMAS, WA 98607

DYE CHRISTOPHER & DYE MINDETT TRUSTEES
3932 NE TACOMA CT
CAMAS, WA 98607

OSTBY BRITTANY STARR & OSTBY TYLER
4012 NE TACOMA COURT
CAMAS, WA 98607

MCENTIRE NICHOLAS & MCENTIRE KRYSTLE
2050 NE 41ST AVE
CAMAS, WA 98607

NAZEMNOVA TATIANA & GONZALEZ ANTHONY
2425 NW LARKSPUR CT
CAMAS, WA 98607

WANG YINGPENG & IMKO GENEVIEVE
4020 NE TACOMA CT
CAMAS, WA 98607

STANLEY RICHARD M & STANLEY KIMBERLY J
4014 NE TACOMA COURT
CAMAS, WA 98607

GORDON ROBERT & GORDON ANNA
4008 NE TACOMA CT
CAMAS, WA 98607

FREDERICKSON RUSSELL B & FREDERICKSON JENNY E
3944 NE TACOMA CT
CAMAS, WA 98607

HILLS AT ROUND LAKE HOA
17933 NW EVERGREEN PKWY STE 200
BEAVERTON, OR 97006

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17933 NW EVERGREEN PKWY STE 200
BEAVERTON, OR 97006

RINGWALA SNEH & OMOTO KIM
3718 NE SITKA DR
CAMAS, WA 98607

SASAKI CARL H & SASAKI ELAINE M
3508 NW LOGAN CT
CAMAS, WA 98607

PESTES GEOFFREY & PESTES JESSICA
3722 NE SITKA DR
CAMAS, WA 98607

WASHBURN SHEENA C & WASHBURN JONATHAN D
3724 NE SITKA DR
CAMAS, WA 98607

SHANNON ROBERT & SHANNON COURTNEY
3726 NE SITKA DR
CAMAS, WA 98607

NADARAJAH KRISHNA REKHA P & SUBRAMANIAM CHANDRAN
3637 NE PIONEER ST
CAMAS, WA 98607

LAUER BRYAN & LAUER SARA
3634 NE PIONEER ST
CAMAS, WA 98607

CHENG SUSANNA & CHAU YAT LUNG
4873 CORNFLOWER ST
SAN RAMON, CA 94582

HILLS AT ROUND LAKE HOA
PO BOX 87970
VANCOUVER, WA 98687

HILLS AT ROUND LAKE HOA
PO BOX 87970
VANCOUVER, WA 98687

CHOU MEI YIN
15411 NE 119TH ST
BRUSH PRAIRIE, WA 98606

WONG GRANTLEY W
1813 NE 37TH AVE
CAMAS, WA 98607

ALWARD ALINA & ALWARD JORDAN
1811 NE 37TH AVE
CAMAS, WA 98607

SID HENRY JORGE & LEE VIVIAN PO YEE
6425 83RD ST
MIDDLE VILLAGE, NY 11378

CIOT DIANA
PO BOX 1143
CAMAS, WA 98607

CIOT DIANA
PO BOX 1143
CAMAS , WA 98607

LUNDH HENRIK A JR
1719 NE 37TH AVE
CAMAS, WA 98607

WHITE MATTHEW M & WHITE CHRISTINE R
1715 NE 37TH AVE
CAMAS, WA 98607

CIOT DIANA
PO BOX 1143
CAMAS , WA 98607

QIU HUATAN & SU YINGMEI
10700 SE BEAVERTON HILLSDALE HWY #200-3
BEAVERTON, OR 97005

PENIKIS GUNAR & GARSZTKA ANNE
909 NW FREMONT ST
CAMAS, WA 98607

TAO FENG & YAN BING
1814 NE 37TH AVE
CAMAS, WA 98607

LI MEI TRUSTEE
1816 NE 37TH AVE
CAMAS, WA 98607

KONSTANTARAS SUSAN &
KONSTANTARAS EMANUEL
3652 NE QUINCE WAY
CAMAS, WA 98607

THE HILLS AT ROUND LAKE LLC
PO BOX 61426
VANCOUVER, WA 98666

THE HILLS AT ROUND LAKE LLC
PO BOX 61426
VANCOUVER, WA 98666

ADAMS JAMES & ADAMS CAROL
1705 SE 273RD AVE
CAMAS, WA 98607

Notice of Application and Public Hearing
Uhacz Subdivision
(File No. SUB26-1011)

NOTICE IS HEREBY GIVEN that an application for the "Uhacz Subdivision" a 32-lot subdivision was received on March 13, 2026, resubmitted on April 15, 2026, and deemed technically complete on May 5, 2026.

LOCATION: The +/-6.98-acre site is zoned Residential-6 (R-6) in the City of Camas. The site is located at 27429 SE 15th Street in the SW ¼ of Section 36 Township 2 North, Range 3 East of the Willamette Meridian, Camas, WA. Parcel Number: 178413000

SCHEDULED PUBLIC HEARING: A virtual and in-person public hearing will be held before the city's hearings examiner on **September 2, 2026 at 4 pm**. Instructions and a link to participate will be available on the agenda page of the city's website at least seven days prior to the meeting. The agenda is located at the following link: www.cityofcamas.us/yourgovernment/minuteagendavideo

APPLICATION MATERIALS: The application included the following: project narrative, SEPA checklist, preliminary development plans, tree report, preliminary stormwater report, preliminary geotechnical report, archeological pre-determination report, mailing labels, title report, pre-application notes and traffic study, as required for a complete application pursuant to Camas Municipal Code (CMC) §18.55.110. The application materials are also available for viewing at the Community Development Department (616 NE 4th Avenue, Camas, WA) during regular business hours Monday – Friday 8 a.m-5 p.m.

PARTICIPATE: All citizens are entitled to have equal access to the services, benefits, and programs of the City of Camas. Please contact the City Clerk at (360) 834-6864 for special accommodation if needed. The city will provide translators for non-English speaking persons who request assistance at least three working days prior to a public meeting.

Public comments and questions are encouraged, and there are several opportunities available to interested citizens. *It is preferable that written comments be received five days prior to the public hearing, in order to be available with the online agenda and materials.* Comments can also be accepted during the public hearing. The public hearing will follow the quasi-judicial process described within Camas Municipal Code §18.55.180. Comments related to this development may be submitted as follows: (1) In person by testifying at the public hearing; (2) by regular mail to Planning Division staff, Madeline Sutherland, Planner, at the Camas City Hall, 616 NE 4th Avenue, Camas, WA 98607; (3) by email to: communitydevelopment@cityofcamas.us; or (4) by phone (360) 817-7237. **For questions related to this application, please contact Madeline Coulter, at (360) 817-1568 or communitydevelopment@cityofcamas.us.**

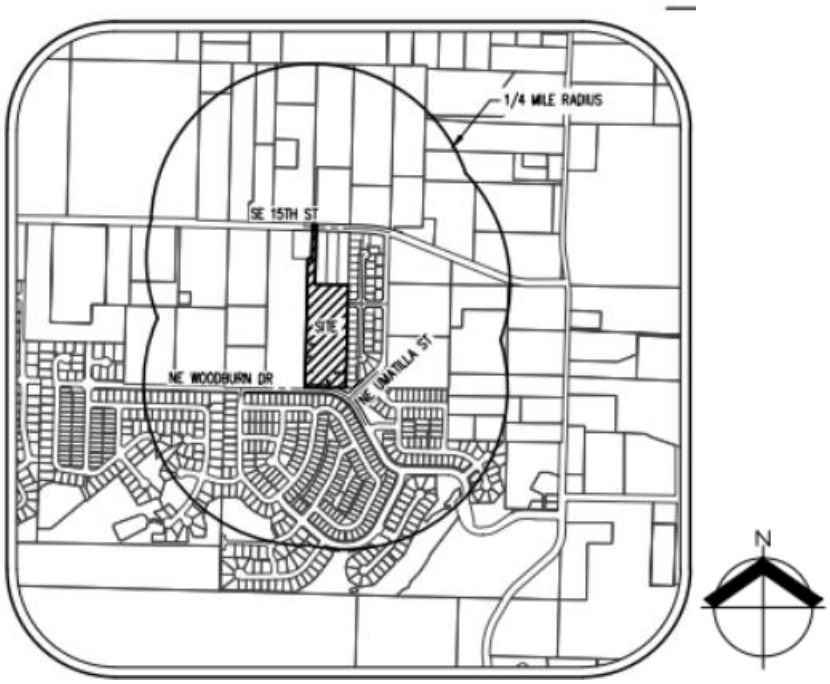
*archaeological information is exempt from public disclosure per RCW 42.56.300

Published in the Post Record on August 6, 2026 Legal Publication #1118430
Posted at Camas City Hall, Camas Library, City of Camas website at: http://www.cityofcamas.us
Mailed to property owners within 300-feet on August 5, 2026

Preliminary Plat for Uhacz Subdivision (SUB26-1011)



Vicinity Map



Notice of Application and Public Hearing
Uhacz Subdivision
(File No. SUB26-1011)

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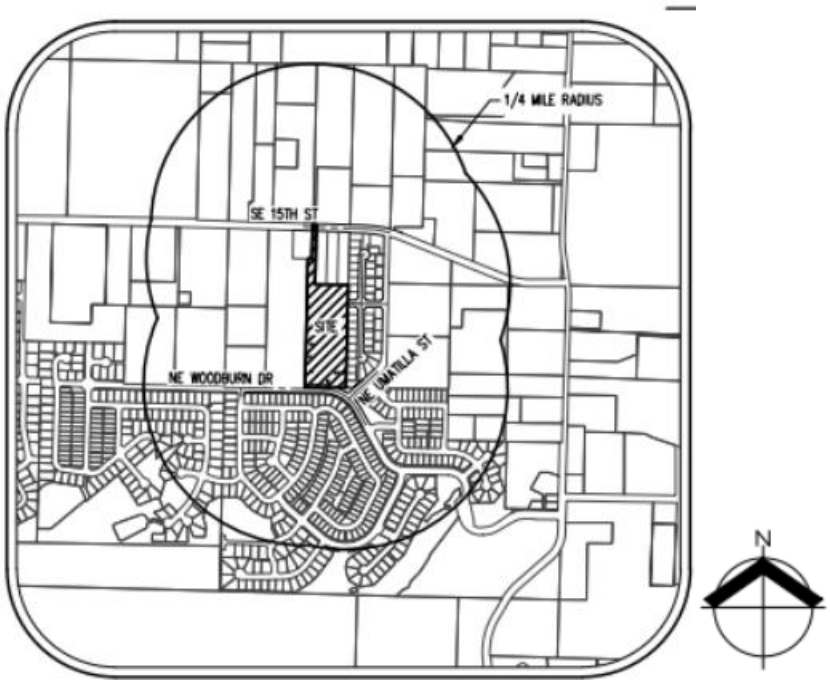
*archaeological information is exempt from public disclosure per RCW 42.56.300

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Mailed to property owners within 300-feet on August 5, 2026

Preliminary Plat for Uhacz Subdivision (SUB26-1011)



Vicinity Map



From: John Meier
To: Rob Charles
Cc: Anita Ashton; Michael Summers; Curleigh (Jim) Carothers; Stacey Shields
Subject: Hills at Round Lake PS Capacity - Uhacz Subdivision
Date: Monday, November 17, 2025 5:18:50 PM
Attachments: 12533 20251112 HARL PS Analysis.pdf

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Rob,
Attached is a memorandum that we prepared regarding the Hills at Round Lake sewer pump station capacity. It appears that there is some remaining capacity in the current configuration of the pump station. Based on our analysis of the pump station design report, the pump submittal and the plats for those developments currently draining to the station, it appears that there are an additional 124 ERU's of capacity in the current configuration of the pump station. With regards to the Uhacz subdivision, we have a few questions to understand if there is capacity for that project:

- Are there any other projects besides Uhacz that has submitted a land use application or pre-app that drains to this pump station?
- At what point would a project be vested to use some or all of the additional capacity in the pump station?
- If a project triggers an upgrade to the pump station, it appears that increasing the pump size is the only item that needs to be upgraded but could be a significant cost. Our understanding is that these pumps are replaced about every 20 years and these pumps are about ¾ of the way through their current life span. If that is the case, would the City participate in the upsizing of the pumps with a developer or would the developer be responsible for the full replacement cost?

Let us know if you have any questions and we look forward to hearing back from you regarding our questions and if there is anything else you will need to confirm capacity of this pump station.
Thanks,

John M. Meier, P.E., Principal

AKS ENGINEERING & FORESTRY, LLC
Physical: 9600 NE 126th Avenue, Suite 2520 | Vancouver, WA 98682
Mailing: 13504 NE 84th Street, Suite 103-295 | Vancouver, WA 98682
P: 360.882.0419 Ext. 322 | www.aks-eng.com | john@aks-eng.com
Oregon: Bend, Keizer, The Dalles, Tualatin
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AKS ENGINEERING & FORESTRY, LLC
9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
(360) 882-0419

WWW.AKS-ENG.COM



Date: 11/12/2025
To: Rob Charles, City of Camas—Utility Manager
From: Michael Summers, PE
Project Name: Uhacz Subdivision
AKS Job No.: **12533**
Project Site: 27429 SE 15th Street, Camas, Washington

Subject: **Hills at Round Lake Sewer Pump Station Capacity Analysis**

The purpose of this memorandum is to outline the existing capacity of the Hills at Round Lake Sewer Pump Station regarding the ability of the station to serve future development within the service basin at the property site of 27429 SE 15th Street, Camas, Washington.

The Hills at Round Lake Pump Station was constructed in 2011 as part of the Hills at Round Lake Subdivision project. This pump station was designed to be implemented in two phases of construction activity to serve the entire basin. The phase I served the Hills at Round Lake Subdivision, North Hills Subdivision, and Woodburn Elementary School. The initial flow demand for this pump station per the system design calculations was 201 gallons per minute peak flow demand. The station was installed with an initial pump capable system with a set design peak flow of 257 gallons per minute of peak flow. The remaining capacity of the station is 27 percent of the phase I to serve future development within the basin based on the proportional difference between the design peak flow and the installed pump. The remaining capacity is 56 gallons per minute of peak flow.

The peak flow demand consists of three flow components residential, institutional, inflow and infiltration (I&I). The following table lists the peak flow demand components for the current phase I of the pump station, in gallons per minute.

Table 1 – Design Peak Flow Demand (GPM)

Residential	Institutional	I&I
151	13	37

This pump station is able to serve additional residential units in the service area given the 27% additional peak flow demand capacity. There is no additional institutional or commercial zoned properties in the service area basin for the station. So, the remaining capacity can be served with additional residential development and I&I flows. I&I flows account for an approximate 18% proportion of the peak flow demand. The available peak flow capacity for residential flows is 46 gallons per minute. Using the calculations parameters from the initial design of 149 gallons per day/ERU and a peaking factor of 3.8; the additional 46 gallons per day can support a total of 116 additional ERUs based on peak flow demand.

A review of the recorded plats for the two subdivisions from the initial phases (Hills at Round Lake Subdivision, North Hills Subdivision) confirmed that total equivalent residential units (ERUs) for these two subdivisions were 376 ERUs, which is eight ERUs fewer than the phase I for the station. Given the two initial subdivisions had eight fewer lots than designed, the total additional ERUs able to be served by this station is approximately 124 ERUs.

In conclusion, the Hills at Round Lake Pump Station has capacity to serve an additional 124 ERUs within service basin.

References:

Hills at Round Lake Pump Station – Pump Station Calculations, Olson Engineering, Inc., December 22, 2010
Hills at Round Lake Pump Station – Pump Submittal, ITT Water & Wastewater Inc., November 22, 2010
Hills at Round Lake Plat
North Hills Plat

From:	Anita Ashton
To:	John Meier
Cc:	Rob Charles; "summersm@aks-eng.com"; Curleigh (Jim) Carothers; Robert Maul; "laken@aks-eng.com"; Scott Collins
Subject:	Hills at Round Lake PS Capacity - Uhacz and SE 279th Ave. Subdivisions
Date:	Monday, April 6, 2026 11:56:00 AM

John,
I'm responding to your question about Sewer SDCs credits in relation to both the above-referenced projects:

- Carollo has confirmed that upsizing the existing pumps is required to serve a larger area in that basin.
    - There is sufficient capacity at the PS for the Uhacz subdivision without upsizing the pumps.
- Upsizing the pumps at the HARL PS is SDC creditable with the following caveats:
    - The SDC credits will not apply until the new GSP is adopted, which is tentatively scheduled to go to Council early 2027.
    - SDC credit approval requires Council approval after Final Acceptance is issued.
    - Final Acceptance is issued after all improvements are completed, which includes final plat approval.
- The SE 279th Avenue development will be eligible for sewer SDC credits only if the improvements are completed after the new GSP is adopted.
- The SDC credits will apply after the PS improvements are completed in 2027.
    - The soft costs to design the required improvements are not SDC creditable.
- The SDC credits will not apply if the development is completed in 2026.

Thanks

Anita Ashton
Engineering Project Manager
Community Development Dept.
Office Hours: 8:00-5:00, Closed 12:00-1:00
Desk 360-817-7231
www.cityofcamas.us | *aashton@cityofcamas.us*

The City of Camas has gone digital! Apply for permits online through our new Civic Access Portal at www.cityofcamas.us/permits.

Carey Certo

From: Myles X <mylesoncraigslist@gmail.com>
Sent: Monday, August 24, 2026 11:25 AM
To: Community Development Email
Subject: Re: Say NO to the Proposed Uhacz Subdivision

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Hi Carey,

After having the weekend to maul over this soon-to-be tawdry, real estate abomination I would actually like to amend my public statement. Please see below:

Dear Members of the Camas City Council:

Re: Uhacz Subdivision — File No. SUB26-1011

I write not in a spirit of obstruction, but in furtherance of that rigorous, evidence-based scrutiny which is *de rigueur* for an application of this character: the proposed Uhacz Subdivision, comprising thirty-two (32) single-family lots upon approximately 6.98 acres zoned R-6.

I do not gainsay that residential development of this general density may be facially permissible under the R-6 designation, nor that the City labors under an obligation to accommodate growth. The question properly before the Council, however, is not whether such density is permissible as a matter of zoning classification, but whether this particular application, situated upon this particular parcel, satisfies every substantive standard governing transportation, emergency access, drainage, pedestrian circulation, and the reasonable expectations of the surrounding milieu. Permissibility in the abstract is not, and cannot be treated as, a proxy for adequacy in application — the two inquiries share no common *raison d'être*.

I. Transportation and Emergency Access

The traffic analysis must transcend average daily trip generation and confront peak-period conditions — most acutely, the confluence of subdivision-generated traffic with existing school arrival and dismissal congestion. Paramount among my concerns is whether queuing at points of ingress and egress would impede fire apparatus, ambulances, or other first responders. Emergency access is not a quotidian traffic-engineering nicety amenable to *laissez-faire* treatment; it is a public-safety exigency, and a network efficacious under average conditions may nonetheless prove wanting at precisely those intervals when access is most urgently required. I request an affirmative finding — grounded in peak-condition analysis, not comfortable averages — that emergency access shall remain assured.

II. Pedestrian and Student Safety

The subdivision must be assessed as an integral component of the extant pedestrian network, not considered in splendid isolation. Vehicular ingress and egress alone do not constitute adequate infrastructure; safe, continuous circulation for pedestrians, cyclists, and schoolchildren must equally be demonstrated. Where gaps or conflicts obtain along established or foreseeable school-route corridors, the Council should condition approval upon such sidewalks, crossings, illumination, or traffic-calming measures as a genuine remedy requires.

III. Open Space and Livability

A meaningful distinction — too often elided — obtains between land merely undeveloped and land that functions as usable recreational open space. A drainage tract, a precipitous slope, a residual strip of landscaping: none, by its bare existence, discharges the open-space demand attendant upon thirty-two new households. I do not ask the City to exceed its statutory competence; I ask only that it determine, without recourse to naïveté, whether the proposal furnishes open space commensurate with the overall density of the newly proposed community.

IV. Stormwater and Drainage

The conversion of some seven acres to intensive residential use will, of necessity, augment impervious surface and perturb existing drainage regimes. The administrative record must affirmatively demonstrate — and not merely presume from the *fait accompli* of a submitted stormwater plan — that the proposed system adequately addresses on-site detention, conveyance, downstream capacity, erosion, and long-term maintenance.

V. Grading, Geotechnical Conditions, and Adjacent-Property Impacts

Where the site requires substantial grading, slope modification, or retaining structures, the Council's inquiry must reach beyond mere engineering feasibility to whether construction and subsequent operation might occasion instability, erosion, or drainage harm to neighboring parcels. Instability attributable to negligent siting ought not, *après coup*, be recast as an act of God or *force majeure*; any necessary geotechnical or retaining-wall requirements should be reduced to specific, enforceable conditions of approval.

VI. Cumulative Effects

I urge the Council, above all else, to weigh these impacts cumulatively rather than piecemeal. Thirty-two lots generate, *en masse*, not merely thirty-two structures but a concomitant increment in vehicular and pedestrian traffic, in emergency-access demand, and in pressure upon existing public facilities. A proposal may satisfy each discrete regulatory threshold considered in isolation while nonetheless producing cumulative impacts materially inconsonant with the character of the surrounding milieu — which is precisely the *raison d'être* of site-specific review.

VII. Requested Findings

I respectfully request that the administrative record affirmatively establish:

1. That the existing transportation network can safely accommodate anticipated traffic, including during peak school periods;

2. That emergency-vehicle access will remain assured notwithstanding peak-period congestion;
3. That safe, continuous pedestrian connections to surrounding streets, schools, and parks will be provided;
4. That usable open space is commensurate with the proposed density;
5. That stormwater and drainage impacts upon neighboring and downstream properties have been adequately mitigated;
6. That grading and geotechnical conditions will not impose unreasonable risk upon adjacent properties;
7. That existing infrastructure and public facilities suffice to serve the development; and
8. That any deficiency identified is remedied through specific, enforceable conditions precedent to approval, rather than conditions imposed *après coup*.

I contend, rather, that on the record *en l'état*, the applicant has failed to substantiate that this particular subdivision, at this particular density, may be accommodated safely and responsibly — and that, given the extent of the deficiencies canvassed above, the appropriate *démarche* is not further deferral but denial. To approve this application now, upon an incomplete record, would be to treat the eventual resolution of material questions as a *fait accompli*, when in truth they remain wholly unresolved.

I therefore respectfully recommend that the Council reject the application as presently constituted, anything less would fail to accord this application the site-specific scrutiny that its scale and intensity deserve.

Respectfully,

An exhausted and perplexed citizen of Camas

Uhacz Subdivision (SUB26-1011)
Index of Exhibits

Exhibit No.	Title/Description	Document Date
1	Applicant Original Narrative	3/2026
2	Title Report	5/14/25
3	Mailing Labels	3/12/26
4	Pre-Application (PA25-1088) Conference Notes	2/11/26
5	Transportation Impact Study (TIS)	3/11/26
6	Original Preliminary Plan Set	3/13/26
7	Tree Study	3/2026
8	SEPA Checklist	3/2026
9	Preliminary Stormwater Plan & Technical Information Report (PTIR)	3/2026
10	Development Sign	8/17/26
11	Incomplete Letter	4/8/26
12	Applicant Response Memo to Incomplete Letter	4/15/26
13	Updated Applicant Narrative	4/2026
14	Updated Preliminary Plan Set	4/14/26
15	Technically Complete Letter	5/5/26
16	Preliminary Geotechnical Report	6/17/25
17	Affidavit of Mailing SEPA DNS	6/17/26
18	SEPA DNS	6/18/26
19	SEPA DNS (Revised)	6/18/26
20	SEPA Distribution Packet	6/18/26
21	Chopra Public Comment	6/20/26
22	Gonzalez Public Comment	6/25/26
23	Department of Ecology Public Comment	7/1/26
24	Cowlitz Indian Tribe Public Comment	7/2/26
25	Trainor Public Comment	7/2/26
26	Affidavit of Mailing Notice of Application & Public Hearing	8/5/26
27	Notice of Application & Public Hearing	8/6/26
28	AKS Email	11/17/25
29	HARL PS Analysis Memo	11/12/25
30	Staff Response Email	4/6/26
31	Myles Public Comment	8/24/26