Hearings Examiner Meeting Agenda
Wednesday, February 11, 2026, 4:00 PM
Council Chambers, 616 NE 4th AVE

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To Participate Remotely:

OPTION 1 -

1. Go to www.zoom.us and download the app or click "Join A Meeting" and use Meeting ID – 898 9760 6689
2. Or, from any device click https://cityofcamas-us.zoom.us/j/89897606689

OPTION 2 - Join by phone (audio only):
Dial 877-853-5257 and enter meeting ID# 898 9760 6689

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. Lacamas Village (SUB25-1007)
   Presenter: Lauren Hollenbeck, Senior Planner

CLOSE OF MEETING

LAND USE DECISION

STAFF REPORT

Lacamas Village subdivision

File No. SUB25-1007

Type III

Staff Report date: February 5, 2026

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

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

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SUMMARY

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

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

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

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

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

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

FINDINGS

Title 17 Land Development

SUBDIVISIONS CMC CHAPTER 17.11

CMC Chapter 17.11.030(D) Criteria for Preliminary Plat Approval:
The hearings examiner decision on application for preliminary plat approval shall be based on the following criteria:

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

Comprehensive Plan

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

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

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

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

The proposed subdivision will help accommodate the projected growth through utilization of existing land. The proposed houses, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing element of the Comprehensive Plan. Through alternative plat designs, the applicant has proposed a final plat design consisting of a street layout that provides vehicular and pedestrian circulation that interconnects not only the planned residential and commercial areas within the Urban Village but also with the adjoining area consistent with the Comprehensive plan polices identified above.

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

Parks and Open Space Plan

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

[Pedestrian Connections]

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

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

> Staff recommends a condition of approval that pedestrian trails required by the Green Mountain Urban Village Short Plat (SP20-02) decision be a minimum of 6-feet wide and paved.
>
> Staff recommends a condition of approval that a plat note be added to the face of the final plat that Tract F is to be owned and maintained by the Homeowners Association (HOA). A public access easement should be placed over the 6-foot-wide pedestrian trail.

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

> Staff recommends a condition of approval that prior to engineering plan approval the trail segment located outside of the boundaries of the Green Mountain Urban Village short plat should be removed.
>
> Staff recommends a condition of approval that prior to engineering plan approval a public access easement should be placed over the trail segment across commercial Lot 6 of the Green Mountain Urban Village short plat.
>
> Staff recommends a condition of approval that prior to final plat approval a plat note should be added identifying the ownership and maintenance of the pedestrian trail across commercial Lot 6.

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

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

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

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

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

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

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

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

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

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

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

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to work with engineering staff to determine the design features for traffic calming devises at the following locations:

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

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

Urban Village Planning Principles and Guidelines

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

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

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

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

Water:

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

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

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

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

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

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

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

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

N Eaglet Street:

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

Proposed N Fawn Loop (Tract H):

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

Staff recommends a condition of approval that prior to engineering plan approval, the water utility plans are to be revised to provide a looped water main from the intersection of proposed N Fawn Loop (Tract H) and N Eaglet Street through proposed Tract J (Alley 1) to the future N Eaglet Street.

Proposed N Alder Street & Proposed N 87th Place:

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

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

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

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

Staff recommends a condition of approval that prior to engineering plan approval, the utility plans are to be revised with a hard surface constructed over the public utility and access easement for the proposed 8-inch water main from proposed N 87th Place, across Lot 6 of GMPRD UV Short Plat to tie into the future 8-inch water main in future N Huerta Drive.

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

Proposed Plat Note:

- GMPRD UV Lot 6: An access and maintenance easement is granted to the City over and under the proposed 8-inch water main located in the northwestern corner of Lot 6, from the end of proposed N 87th Place, across Lot 6 to tie into the future 8-inch water main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said 8-inch water main.

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

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

Per CMC 17.19.040.C.4.a Locations of fire hydrants and flow rates shall be in accordance with city standards and the International Fire Code. Fire hydrants are to be installed in accordance with Camas Design Standards Manual (CDSM) and Fire Department requirements.

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

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

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

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

Proposed Plat Note:
An access and maintenance easement is granted to the City over and under the proposed 8-inch water mains located in the private roads (Tracts H and I) and the private alleys (Tracts J, O, U, and Z) for the purpose of inspection, maintenance and operation of said public water mains.

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

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

Per Clark GIS Property Information, the site for the proposed development, which consists of Lots 1, 2, and 7 of the Green Mountain PRD Urban Village (GMPRD UV) Short Plat is approximately 12.71 acres (553,648 SF) in size. Per Figure 1-3.1: Flow Chart for Determining Requirements for New Developments of Ecology's Stormwater Management Manual for Western Washington (SWMMWW), if the land-disturbing activities are greater than 5,000-square feet, minimum requirements (MRs) 1-9 will apply.

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

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

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

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

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

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

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

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

Staff recommends a condition of approval that prior to engineering plan approval, the stormwater plans are to be revised to include a stormwater manhole at the right-of-way between public and private roads and alleys, as the stormwater systems located in private roads and alleys are to be owned and maintained by the Homeowners Association (HOA).

Staff recommends a condition of approval that prior to final plat approval, the following notes are to be added to the final plat stating that the Homeowners Association (HOA) is responsible for ownership and maintenance of the stormwater system located in private roads, private alleys, and Open Space Tracts.

Proposed Plat Notes:

- The stormwater systems that are located in the following private roads and alleys: Tract H, Tract I, Tract J, Tract O, Tract U, Tract X, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).
- The stormwater collection system located in Open Space Tract Q, behind Lot 12 through 17, are to be owned and maintained by the Homeowners Association (HOA) and/or the individual homeowners that discharge to said system.

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

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

Staff recommends a condition of approval that prior to engineering plan approval, the utility plans are to be revised with a hard surface constructed over the public utility and access easement for the proposed stormwater main from the proposed N 87th Place, across Lot 6 of GMPRD UV Short Plat to tie into the future stormwater main in future N Huerta Drive.

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

Proposed Plat Note:

- GMPRD UV Lot 6: An access and maintenance easement is granted to the City over and under the proposed stormwater main located in the northwestern corner of Lot 6, from the end of proposed N 87th Place, across Lot 6 to tie into the future stormwater main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said stormwater system.

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

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

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

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit a Final Stormwater Memo that includes source control BMPs, per MR #3, for the proposed development.

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

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

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

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

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

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

Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit a Final Stormwater Memo that includes the city's *June 2022 Stormwater Sewer System Operations & Maintenance Manual.*

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

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

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

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

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

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

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

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

Proposed Plat Notes:

- Tract A shall be owned and maintained by Phases 1 and 2 of the Lacamas Village subdivision, the Thrive at Green Mountain subdivision, and Commercial Lot 3 of the Urban Village, and/or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facility located in Tract A.
- Tract B shall be owned and maintained by Phase 3 of the Lacamas Village subdivision and Commercial Lots 4, 5 and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located in Tract B.

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

Erosion Control:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Proposed Plat Note:
At the time of building permit issuance, each Lot is subject to a $1,235.77 fee per Lot, as the proportionate share contribution for the North Shore Sewer Transmission System, previously known

and approved as the 'North Urban Growth Area – Sewer Transmission System' or NUGA-STS. If the NUGA SDC fees are updated to include the proportionate share fee amount of $1,235.77 per Lot, the proportionate share fee will no longer be required.

N Ingle Road & NE 28th Street:

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

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

Future NE 87th Avenue & Future N Huerta Drive:

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

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

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

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

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

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

N Eaglet Street:

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

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

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

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to work with staff to determine, based on grades, if a sanitary sewer main and sanitary sewer laterals

to serve Lots 91-118 should be located in Tract P (Alleys 2 & 3) in lieu of Lots 91-118 served from the future sanitary sewer main in future NE 87th Avenue and future N Huerta Drive.

Proposed N 87th Place, N Alder Street, Tract V, & Tract Z (Proposed Lots 124-160):
Per the September 2025 Preliminary Composite Utility plans (Exhibit 37), the applicant is proposing to serve Lots 124-160 with an 8-inch sanitary sewer main system that will tie into the future 8-inch sanitary sewer main located in future N Huerta Drive. Said sanitary sewer main is shown to extend through GMPRD UV Short Lot 6. ***Staff supports the proposal.***

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

Staff recommends a condition of approval that prior to engineering plan approval, the utility plans are to be revised with a hard surface constructed over the public utility and access easement for the proposed sanitary sewer main from the end of proposed N 87th Place, across Lot 6 of GMPRD UV Short Plat to tie into the future sanitary sewer main in future N Huerta Drive

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

Proposed Plat Note:

- GMPRD UV Lot 6: An access and maintenance easement is granted to the City over and under the proposed 8-inch sanitary sewer main located in the northwestern corner of Lot 6, from the end of proposed N 87th Place, across Lot 6 to tie into the future sanitary sewer main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said public sanitary sewer main.

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

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

Proposed Plat Note:
An access and maintenance easement is granted to the City over and under the proposed 8-inch sanitary sewer mains located in the private roads (Tracts H and I) and the private alleys (Tracts J, O, U, and Z) for the purpose of inspection, maintenance and operation of said public sanitary sewer mains.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Proposed Plat Note:

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

Proposed N Alder Street

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

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

Proposed N 87th Place

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

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

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

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

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

Proposed Plat Note:

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

Proposed N 86th Place

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

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

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

Proposed Plat Note:

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

Per CMC 17.19.040.B.12.e curb return radii shall be no less that thirty-five feet on arterial and collector streets, and no less than twenty-five feet on all other streets.

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

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

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

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

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

[Private Roads]:

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

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

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

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

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

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

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

Tract I – Private Road N Fawn Loop

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

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

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

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised civil improvement plans for proposed N Fawn Loop to meet the minimum Private Roadway Standard D, which requires the 48-foot-wide Tract; 28-foot paved surface; 5-foot sidewalks on both sides; minimum 4.5-foot planter strip on one side; and on-street parking on one side only.

Staff recommends a condition of approval that prior to final plat approval, the applicant should submit a revised preliminary plat with proposed N Fawn Loop to meet the minimum Private Roadway Standard D, which requires the 48-foot-wide Tract; 28-foot paved surface; 5-foot sidewalks on both sides; minimum 4.5-foot planter strip on one side; and on-street parking on one side only.

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

Proposed Plat Note:

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

Tract H – Private Road off N Fawn Loop

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

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

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

Proposed Plat Note:

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

Tract Z – Private Road off N 86th Avenue

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

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

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

Proposed Plat Note:

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

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

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

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

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

[Alleys – Private]

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

Tract J – Alley 1 off N Fawn Loop

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

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

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised civil improvement plans for proposed Tract J (Alley 1) with a minimum 26-foot-wide H20 loading rated hard surface with no obstructions, including parking spaces.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised civil improvement plans with the five (5) proposed off-street parking spaces in Tract L Open Space, located such that they do not encroach on Tract J (Alley 1).

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

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

Proposed Plat Note:

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

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

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

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

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised civil improvement plans for proposed Tract O (Alleys 2&3) with a minimum 26-foot-wide H20 loading rated hard surface with no obstructions.

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

Proposed Plat Note:

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

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

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

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised civil improvement plans for proposed Tract U (Alley 4) with a minimum 26-foot-wide H20 loading rated hard surface with no obstructions.

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

Proposed Plat Note:

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

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

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

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

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

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

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

Proposed Plat Note:

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

Utilities, Street Lighting, Street Trees, and Other Improvements:
[Street lighting]:
LED Street lighting is to be designed and installed along all street frontages in accordance with the Camas Design Standards Manual (CDSM) – Standards for Street Lighting.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Tract A shall be owned and maintained by Phases 1 and 2 of the Lacamas Village subdivision, the Thrive at Green Mountain subdivision, and Commercial Lot 3 of the Urban Village, and/or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
- Tract B shall be owned and maintained by Phase 3 of the Lacamas Village subdivision and Commercial Lots 4, 5 and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

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

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

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

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

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

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

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

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

1) **Detached** Single Family Residential Front-Loaded Garage setbacks: front yard 18-feet, side yard 3-feet, side yard flanking a street 10-feet, rear yard 10-feet;

2) **Detached** Single Family Residential Alley Loaded Garage setbacks: front yard 6-feet or front yard @ open space 3-feet, side yard 3-feet, side yard flanking a street 10-feet, rear yard 3-feet or 18-feet;

3) **Attached** Single Family Residential setbacks: front yard 0-feet, side yard 0-feet, side yard flanking a street 0-feet, rear yard 0-feet (or rear yard is 3-feet or 18-feet if accessed by an alley).

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

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

Staff recommends a condition of approval that the 10-foot landscape tract (Tract G) should be consistent with the existing fencing and landscaping installed along NE Ingle Road with the Thrive at Green Mountain subdivision, to include the following at a minimum:

a. A minimum 2-inch caliper tree every thirty feet on center, three-foot tall shrubs that form a continuous screen, and groundcover plants that fully cover the remainder of the landscape area.
b. A 6-foot-tall sight obscuring fence with columns of physical indentations every fifty lineal feet should be located at the line that separates the lot from the 10-foot wide tract.

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

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

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

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

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

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

CMC Chapter 16.07 State Environmental Policy Act

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

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

CMC Chapter 16.31 Archaeological Resource Protection

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

FINDING: Staff recommends a condition of approval that if in the event any item of archaeological interest is uncovered during the course of a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).

CMC Chapter 16.51 Critical Areas

[Wetlands]

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

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

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

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

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

Tract C, D and E of the Urban Village Short Plat are critical areas and shall be maintained in their natural state as described in the mitigation plans and owned and maintained by Phases 1, 2, and 3 of Lacamas Village, Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

The public pedestrian easement across trails located in Tracts A, B, C, D of the Urban Village Short Plat, and within the BPA right-of-way, shall be owned and maintained owned and maintained by Phases 1, 2, and 3 of Lacamas Village, and Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

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

CMC Chapter 18.19 Design Review
Design Review is required for new development within multi-family zones pursuant to CMC 18.19.020. As previously noted, the property is located within the Multi-Family Residential Zoning designation. As such, Design Review would be required.

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

CMC Section 18.07.030 Table 1 Sales Office Use:
The application did not propose a sales office for the development. The absence of approval of a sales office consolidated with this Type III hearing, will limit sales office at the time of development to six months as a Temporary Use per CMC 18.07.040 Table 2 (Note 4). The applicant may provide for the contingency that a sales office use may be necessary for longer than six months. Staff finds that special conditions for the installation, use and removal of the sales office are appropriate and are provided with this report if the applicant is in agreement.

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

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

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

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

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

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

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

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

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

Findings and Recommendations

[Findings]:

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

[Recommendations]:
Per the TIA Memo, page 7,

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

Staff recommends a condition of approval that the prior to final acceptance, the applicant should be required to pay the proportionate share payment of $23,069.00 for future improvements at the

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

- Signing and striping on NE Ingle Road at future N 87th Avenue to accommodate the new intersection and the proposed southbound left-turn lane in accordance with City of Camas design requirements. ***Staff concurs. Said signing and striping plans on NE Ingle Road at the intersection with future N 87th Avenue are required to be part of the approved plans for GMPRD UV Stage 3.***

- Signing and striping on NE 28th Street at future N Huerta Drive to accommodate the new intersection and the proposed eastbound left-turn lane in accordance with City of Camas design requirements. ***Staff concurs. Said signing and striping plans on NE 28th Street at the intersection with future N Huerta Drive are required to be part of the approved plans for GMPRD UV Stage 3.***

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

Staff recommends a condition of approval that the prior to engineering plan approval, the site improvement plans are to include the site distance triangles at the intersections of all on-site road improvements and on the final landscape plans.

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

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

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

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

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

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

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

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

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

> **FINDING:** As discussed throughout this report, staff finds that the subdivision can be conditioned to provide the appropriate provisions for public health, safety, general welfare, and assure safe walking conditions for pedestrians.

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

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

PUBLIC COMMENTS

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

CONCLUSION

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

RECOMMENDATION

Staff recommends APPROVAL of the preliminary plat of Lacamas Village subdivision (SUB25-1007) subject to the following conditions of approval:

CONDITIONS OF APPROVAL

Standard Conditions:

1. Engineering site improvement plans shall be prepared in accordance with the City of Camas Design Standards Manual (CDSM), which includes the North Shore Design Standards, and CMC 17.19.040.
2. The engineering site improvement plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Community Development Engineering Department for review and approval.
3. Per CMC 17.19.040.C.1 and 1.a: All utilities designed to serve the development shall be placed underground. Those utilities to be located beneath paved surfaces, including all service connections, shall be installed prior to application of any surface materials.
4. The installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
5. After the land-use decision is issued, the applicant is to submit the Civil construction plans via the online portal at *www.cityofcamas.us/Permits/Civil Construction Application*.
6. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.

a. Payment of the 1% plan review (PR) fee is required prior to start of initial plan review. Staff will review the preliminary engineer's estimate and invoice the applicant via the online portal.
b. Payment of the 2% construction inspection (CI) fee is required prior to final plan approval. Staff will invoice the applicant via the online portal.
c. Under no circumstances will the applicant be allowed to begin land-disturbing activities prior to engineering plan approval.

7. If applicable, existing wells, septic tanks, and septic drain fields shall be decommissioned in accordance with state and county guidelines per CMC 17.19.020.
8. Street names shall be reviewed and approved by the Building Official prior to final plan approval.
9. A 6-foot private utility easement (PUE) shall be located outside of the right-of-way on public streets and outside of the tracts on private streets.
10. A draft street lighting plan shall be submitted to engineering staff for review prior to submittal of final street lighting plan to Clark Public Utility.
11. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting and traffic control markings and barriers for the improved subdivision.
12. Prior to any land-disturbing activities of an acre or more, the applicant shall submit a copy of the *NPDES General Construction Stormwater Permit* (GCSWP), which is issued by the Washington State Dept. of Ecology, and the *Stormwater Pollution Prevention Plan* (SWPPP), which is required as a component of the NPDES GCSWP permit.
13. Prior to commencing any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond in the amount of 200% of the cost for erosion control (ESC) measures, per CMC 14.06.200. Staff will provide a letter to the applicant with the required ESC amount.
14. If in the event any items of archaeological interest is uncovered during the course of a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
15. The applicant shall comply with the recommendations in the geotechnical report that was prepared by GeoPacific Engineering, Inc., dated January 7, 2014, to minimize any potential hazards associated with construction.
16. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the city.
    a. All designs will be in accordance with applicable City codes.
    b. The maintenance of the entrance structure will be the responsibility of the homeowners.
17. Final plat submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050, and the Camas Design Standards Manual.
18. A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&Rs for ownership and maintenance of the private storm drainage systems, open spaces, retaining walls, fencing, walls, landscaping, irrigation, private roads, and tracts or easements outside of the City's right-of-way if applicable. Further, all necessary easements and dedications should be noted on the final plat.
19. Provisions for parking enforcement on private Tracts/access driveways, acceptable to the Fire Marshal, shall be included in the CC&Rs at the time of final platting.

20. Prior to final acceptance, the applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil.
21. As a component for final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
    a. The as-built cover sheet is to be the originally approved cover sheet signed by the City Engineer.
    b. As-builts are to be submitted as PDFs.
    c. As-builts are to be submitted in either AutoCad or Carlson formats.
22. Per CMC 17.21.050.B.2 and prior to final acceptance a 2-year warranty maintenance bond is to be submitted for all public improvements.
    a. Per CMC 17.21.070.A Upon final acceptance of the development improvements the two-year (2) warranty bond commences.
23. Per CMC 17.21.070.E A letter of final acceptance will be issued once all items listed in 17.21.070.B-C have been completed and approved by the city.
24. Per CMC 18.18.070.B, prior to the issuance of final occupancy permits, all public and private improvements shall be completed in accordance with CMC 17.21.070 Final Acceptance.
25. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
26. The applicant will be responsible for maintenance of all private improvements, including but not limited to stormwater facilities Tracts and easements, Open Space Tracts, parking areas, landscaping and irrigation, and any retaining walls.
27. Per CMC 17.21.060.H Permits for one sales office and/or one model home per plat or phase may be issued after the final plat is recorded, and prior to final acceptance. Building permit applications for any other residential buildings will not be accepted until after final acceptance.
28. At the time of building permit approval, the applicant shall pay the appropriate impact fees in accordance with the provisions of CMC 3.88.
29. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three years after issuance of Certificate of Occupancy. If plantings fail to survive, the property owner shall promptly replace them.
30. Unless construction of this site commences within seven (7) years of issuance of this decision, this permit will expire per the recorded Green Mountain PRD Development Agreement (recording # 5134733).

Special Conditions:

31. The applicable conditions of approval of the Green Mountain Urban Village Short Plat (SP20-02) decision and the applicable plat notes of the recorded plat (recording #6275588) shall apply.
32. A single sales office in a model home for purpose of selling lots may be located within the development. Upon construction of the last unit, the model home/sales office shall be closed.

Prior to Civil Construction Application:

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

Prior to Land-disturbing Activities:

Engineering

[Storm Drainage]

34. Prior to any land-disturbing activities for the proposed development, the GMPRD UV Stage 3 stormwater collection and conveyance improvements are to be constructed.
35. Prior to any land-disturbing activities, the applicant should be required to submit a site specific SWPPP in addition to Ecology's NPDES Temporary Construction Stormwater Permit, per MR #2. The SWPPP is to include 24-hour contactor information; and the name of the Project CESCL and CESCL certification number and expiration date. (CESCL = Certified Erosion Sediment Control Lead)

[Erosion Control]

36. Prior to any land-disturbing activities, a copy of Ecology's NPDES GCSWP permit, the SWPPP with contractor information, and the financial security for erosion and sediment control are to be submitted to the city.
37. Prior to any land-disturbing activities, which includes tree cutting, clearing and grading, and an approved set of engineering plans, including the erosion prevention and sediment control measures is required.

Prior to Engineering Plan Approval:

Planning

38. The trail segments required per the Green Mountain Short Plat decision (SP20-02) shall be a minimum 6-feet wide and paved. A public access easement shall be placed over the 6-foot wide pedestrian trail.
39. Trail segments located outside of the boundaries of the Green Mountain Urban Village short plat shall be removed.
40. A public access easement shall be placed over the trail segment across commercial Lot 6 of the Green Mountain Urban Village short plat.
41. The applicant shall provide play equipment and/or benches or other park amenities within the open/space park areas as shown on the preliminary landscape plans.
42. Shared driveways shall be provided between lots smaller than 25-feet in width as the driveway throat shall not exceed 40% of the total lot frontage.
43. Prior to engineering plan approval, a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13 shall be submitted to the City for review and approval to include the following but not limited to:
    a. A minimum of 142 street trees shall be shown on the final landscape plan. A street tree may be accommodated in the front yard dwelling unit if the street tree is not able to be located in the planter strip. Street trees adjacent to commercial lots 3, 4, 5 and 6 shall not be counted towards the street tree requirement.
    b. Parking stalls shall include wheel stops adjacent to planter areas per CMC 18.13.060.F.
    c. Plants utilized shall be per the approved City's Plan Materials list and per the Camas Design Manual planting specifications and landscape notes. Plants not on the approved City list, a characteristic card shall be submitted to the City for review and approval.

d. The planting specifications from the Camas Design Manual shall be included on the final landscape plan.

e. Irrigation shall be noted on the final landscape plan.

44. The 10-foot landscape tract (Tract G) shall be consistent with the existing fencing and landscaping installed along NE Ingle Road with the Thrive at Green Mountain subdivision, to include the following at a minimum:

    a. A minimum 2-inch caliper tree every thirty feet on center, three-foot tall shrubs that form a continuous screen, and groundcover plants that fully cover the remainder of the landscape area.

    b. A 6--foot tall sight obscuring fence with columns of physical indentations every fifty lineal feet should be located at the line that separates the lot from the 10-foot wide tract.

45. A minimum of 5 off-street parking stalls shall be provided in Phase 1.

46. The side lot lines of Lots 119-122 should extend to the back of sidewalk along Alley 4 (Tract 'U').

47. Prior to engineering plan approval, critical area fencing for wetland Tract E of the Urban Village short plat shall be shown on the civil plans and fencing specifications per CMC 16.5.210.C.2 shall be provided for City review and approval.

48. The open space/park areas, parking areas, and segments of trails shall be placed in tracts and the Homeowner's Association shall be responsible for ownership and maintenance. A public access easement shall be placed over the trails within the proposed development.

Engineering

[Water]

49. N Fawn Loop (Tract H): Prior to engineering plan approval, the water utility plans are to be revised to provide a looped water main from the intersection of proposed N Fawn Loop (Tract H) and N Eaglet Street through proposed Tract J (Alley 1) to the future N Eaglet Street.

50. N Alder Street & N 87th Place: Prior to engineering plan approval, the utility plans are to be revised with a hard surface constructed over the public utility and access easement for the proposed 8-inch water main from proposed N 87th Place, across Lot 6 of GMPRD UV Short Plat to tie into the future 8-inch water main in future N Huerta Drive.

51. Prior to engineering plan approval, the applicant should submit revised water utility plans and landscape plans showing the locations of all proposed irrigation services and the size of each proposed irrigation meter.

[Storm Drainage]

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

53. Prior to engineering plan approval, the stormwater plans are to be revised to include a stormwater manhole at the right-of-way between public and private roads and alleys, as the stormwater systems located in private roads and alleys are to be owned and maintained by the Homeowners Association (HOA).

54. Prior to engineering plan approval, the utility plans are to be revised with a hard surface constructed over the public utility and access easement for the proposed stormwater main from the proposed N

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

55. Prior to engineering plan approval, the applicant should submit a Final Stormwater Memo that includes source control BMPs, per MR #3, for the proposed development.

56. Prior to engineering plan approval, the applicant should submit a Final Stormwater Memo that includes the city's June 2022 Stormwater Sewer System Operations & Maintenance Manual.

[Erosion Control]

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

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

[Sanitary Sewage Disposal]

59. NE Ingle Road & NE 28th Street: Prior to engineering plan approval, the on-site sanitary sewer system for the proposed development and future sanitary sewer improvements for the GMPRD UV Short Plat Lots 3, 4, 5, and 6 are to be directed to the sanitary sewer main in NE Ingle Road.

60. Tract J (Alley 1) & Tract P (Alleys 2&3): Prior to engineering plan approval, the applicant is to work with staff to determine, based on grades, if a sanitary sewer main and sanitary sewer laterals to serve Lots 91-118 should be located in Tract P (Alleys 2 & 3) in lieu of Lots 91-118 served from the future sanitary sewer main in future NE 87th Avenue and future N Huerta Drive.

61. N 87th Place, N Alder Street, & Tracts V & Z: Prior to engineering plan approval, the utility plans are to be revised with a hard surface constructed over the public utility and access easement for the proposed sanitary sewer main from the end of proposed N 87th Place, across Lot 6 of GMPRD UV Short Plat to tie into the future sanitary sewer main in future N Huerta Drive

62. GMPRD UV Lot 6: Prior to engineering plan approval, the utility plans are to be revised with a hard surface constructed over the public utility and access easement for the proposed sanitary sewer main from the end of proposed N 87th Place, across Lot 6 of GMPRD UV Short Plat to tie into the future sanitary sewer main in future N Huerta Drive

<u>Roads</u>

[Interior Public Roads]

63. Prior to engineering plan approval, the applicant is to work with engineering staff to determine the design features for traffic calming devises at the following locations:
    a. Traffic circle at N 89th Avenue (renamed N 88th Avenue).
    b. Crosswalk, bump outs, and related signage between Lots 71 and 72, on and across N 88th Place.

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

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

66. N Eaglet Street: Prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with the west side of N Eaglet Street signed as 'No Parking'.

67. N 88th Place: Prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with the north side of N 88th Place signed as 'No Parking'.

68. N Alder Street: Prior to engineering plan approval, the civil improvement plans for signing and striping are to be submitted with the east side of N Alder Street signed as 'No Parking'.

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

70. N 86th Place: Prior to engineering plan approval, the civil improvement plans are to be revised with the full 18-foot-deep parking spaces located behind the sidewalk and right-of-way with driveway approaches for vehicular access to Tract W.

[Private Parking Areas]

71. Tract L Private Parking Area: Prior to engineering plan approval, the civil improvement plans are to be revised with the parallel parking spaces shown in Tract L to not encroach on the 26-foot-wide Tract J (Alley 1).

72. Tracts N & Q Private Parking Areas: Prior to engineering plan approval, the civil improvement plans are to be revised with the full 18-foot-deep parking spaces located behind the sidewalk and right-of-way with driveway approaches for vehicular access to Tracts N and Q.

73. Tract W Private Parking Area: Prior to engineering plan approval, the civil improvement plans are to be revised with the full 18-foot-deep parking spaces located behind the sidewalk and right-of-way with driveway approaches for vehicular access to Tract W.

[Private Roads]

74. Tract I - N Fawn Loop: Prior to engineering plan approval, the applicant should submit revised civil improvement plans for proposed N Fawn Loop to meet the minimum Private Roadway Standard D, which requires the 48-foot-wide Tract; 28-foot paved surface; 5-foot sidewalks on both sides; minimum 4.5-foot planter strip on one side; and on-street parking on one side only.

75. Tract J – Alley 1: Prior to engineering plan approval, the applicant should submit revised civil improvement plans for proposed Tract J (Alley 1) with a minimum 26-foot-wide H20 loading rated hard surface with no obstructions, including parking spaces.

76. Tract L Open Space: Prior to engineering plan approval, the applicant should submit revised civil improvement plans with the five (5) proposed off-street parking spaces in Tract L Open Space, located such that they do not encroach on Tract J (Alley 1).

77. Tract O – Alleys 2&3: Prior to engineering plan approval, the applicant should submit revised civil improvement plans for proposed Tract O (Alleys 2&3) with a minimum 26-foot-wide H20 loading rated hard surface with no obstructions.

78. Tract U – Alley 4: Prior to engineering plan approval, the applicant should submit revised civil improvement plans for proposed Tract U (Alley 4) with a minimum 26-foot-wide H20 loading rated hard surface with no obstructions.

79. Prior to engineering plan approval, the applicant should provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company,

as the city does not provide towing on private roads or alleys, nor does the city enforce no parking on private roads or alleys.

Utilities, Street Lighting, Street Trees, and Other Improvements:
[Street lighting]

80. Prior to engineering plan approval all streetlight locations are to be shown on the street, utility, and landscape plans. Any streetlights provided for private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.
81. Prior to the applicant's submittal of electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, are to be submitted to the city for review and approval.

Traffic Impact Analysis

82. Prior to engineering plan approval, the site improvement plans are to include the site distance triangles at the intersections of all on-site road improvements and on the final landscape plans.

Prior to Final Plat Approval:

Planning

83. A note shall be added to the face of the final plat that all required tree plantings shall be maintained in good health and shall be promptly replaced (within six months) if damaged or in poor health.
84. All building envelopes and setbacks shall be shown on the final plat.
85. Plat notes shall be added to the face of the final plat regarding ownership and maintenance responsibilities of the individual Tracts.
86. A plat note shall be added to the face of the final plat regarding ownership and maintenance responsibilities of the public access pedestrian trail across commercial Lot 6.
87. The applicant shall submit to the City for review and approval a copy of the CC&R's.
88. Prior to final plat approval, the following note shall be added to the final plat:
    a. Tract C, D and E of the Urban Village Short Plat are critical areas and shall be maintained in their natural state as described in the mitigation plans and owned and maintained by Phases 1, 2, and 3 of Lacamas Village, Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
89. Prior to final plat approval, the following note shall be added to the final plat:
    a. The public pedestrian easement across trails located in Tracts A, B, C, D of the Urban Village Short Plat, and within the BPA right-of-way, shall be owned and maintained owned and maintained by Phases 1, 2, and 3 of Lacamas Village, and Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

Engineering

[Water]

90. Prior to final plat approval, the following note should be added to the final plat:
    a. An access and maintenance easement is granted to the City over and under the proposed 8-inch water mains located in the private roads (Tracts H and I) and the private alleys (Tracts J,

O, U, and Z) for the purpose of inspection, maintenance and operation of said public water mains.

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

[Storm Drainage]

92. Prior to final plat approval, the following notes are to be added to the final plat stating that the Homeowners Association (HOA) is responsible for ownership and maintenance of the stormwater system located in private roads, private alleys, and Open Space Tracts.
    a. The stormwater systems that are located in the following private roads and alleys: Tract H, Tract I, Tract J, Tract O, Tract U, Tract X, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).
    b. The stormwater collection system located in Open Space Tract Q, behind Lot 12 through 17, are to be owned and maintained by the Homeowners Association (HOA) and/or the individual homeowners that discharge to said system.

93. GMPRD Urban Village – Tract A & Tract B: Prior to final plat approval the following notes are to be added to the final plat:
    a. Tract A shall be owned and maintained by Phases 1 and 2 of the Lacamas Village subdivision, the Thrive at Green Mountain subdivision, and Commercial Lot 3 of the Urban Village, and/or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facility located in Tract A.
    b. Tract B shall be owned and maintained by Phase 3 of the Lacamas Village subdivision and Commercial Lots 4, 5 and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located in Tract B.

[Sanitary Sewage Disposal]

94. Prior to final plat approval, the following note addressing the proportionate share amount per Lot, payable to the city for the North Shore Sewer Transmission System (aka NUGA-STS) is to be added to the final plat:
    a. At the time of building permit issuance, each Lot is subject to a $1,235.77 fee per Lot, as the proportionate share contribution for the North Shore Sewer Transmission System, previously known and approved as the 'North Urban Growth Area – Sewer Transmission System' or NUGA-STS. If the NUGA SDC fees are updated to include the proportionate share fee amount of $1,235.77 per Lot, the proportionate share fee will no longer be required.

95. Private Roads (Tracts H & I) and Private Alleys (Tracts J, O, U, & Z): An access and maintenance easement is granted to the City over and under the proposed 8-inch sanitary sewer mains located in the private roads (Tracts H and I) and the private alleys (Tracts J, O, U, and Z) for the purpose of inspection, maintenance and operation of said public sanitary sewer mains.

96. Prior to final plat approval, the following note is to be added to the final plat: An access and maintenance easement is granted to the City over and under the proposed 8-inch sanitary sewer main located in the northwestern corner of GMPRD UV Short Plat, Lot 6, from the end of proposed N 87th Place, across Lot 6 to tie into the future sanitary sewer main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said public sanitary sewer main.

[Roads]

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

[Private Roads & Alleys]

98. Prior to final plat approval, the applicant should submit a revised preliminary plat with proposed N Fawn Loop to meet the minimum Private Roadway Standard D, which requires the 48-foot-wide Tract; 28-foot paved surface; 5-foot sidewalks on both sides; minimum 4.5-foot planter strip on one side; and on-street parking on one side only.

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

100. Prior to final plat approval, a note is to be added to the final plat stating that the private parking areas located in Tract L, Tract N, Tract Q, Tract V, Tract W, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).

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

Prior to Final Acceptance:

Planning

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

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

104. Landscaping and irrigation adjacent to or within tracts shall be installed or bonded for as approved on the final landscape plans prior to final acceptance.

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

Engineering

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

107. Prior to final acceptance, the applicant should be required to pay to the City of Vancouver the proportionate share fees identified in the revised TIA Memo for future intersection improvements.

108. Prior to final acceptance, the applicant should be required to pay the proportionate share payment of $23,069.00 for future improvements at the intersection of NE 13th Street and NE 192nd Ave. to the City of Vancouver.

Prior to Building Permit Approval:

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

110. The rear building elevations on lots 12-17 facing NW Ingle Road shall maintain the architectural design of the front building façade.

Prior to Final Occupancy:

111. Street trees, at a minimum 2-inch caliper, shall be installed prior to final occupancy or bonded and installed prior to expiration of the two year-warranty period, whichever comes first.

Proposed Plat Notes:

1. A homeowner's association (HOA) will be required for this development. Copies of the CC&R's shall be submitted and on file with the City of Camas.
2. The homeowner's association is responsible for maintaining all private roads, private alleys, and associated infrastructure in this subdivision, including but not limited to the pavement, curbs, sidewalks, trail, fencing, landscaping, streetlights and storm drainage utilities.
3. The following minimum setbacks shall apply per the PRD Master Plan:
    a. **Detached** Single Family Residential Front-Loaded Garage setbacks: front yard 18-feet, side yard 3-feet, side yard flanking a street 10-feet, rear yard 10-feet;
    b. **Detached** Single Family Residential Alley Loaded Garage setbacks: front yard 6-feet or front yard @ open space 3-feet, side yard 3-feet, side yard flanking a street 10-feet, rear yard 3-feet or 18-feet;
    c. **Attached** Single Family Residential setbacks: front yard 0-feet, side yard 0-feet, side yard flanking a street 0-feet, rear yard 0-feet (or rear yard is 3-feet or 18-feet if accessed by an alley).

    These setbacks are subject to franchise utility easements abutting right of way.
4. No further short platting or subdividing will be permitted once the final plat has been recorded.
5. The lots in this subdivision are subject to traffic impact fees, school impact fees, and park/open space impact fees. Each new dwelling unit will be subject to the payment of appropriate impact fees at the time of building permit issuance or as otherwise provided by the city.
6. Street trees shall be maintained in good health, and damaged or dying trees shall be promptly replaced (within six months) by the homeowner.
7. Tract A shall be owned and maintained by Phases 1 and 2 of the Lacamas Village subdivision, the Thrive at Green Mountain subdivision, and Commercial Lot 3 of the Urban Village, and/or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facility located in Tract A.
8. Tract B shall be owned and maintained by Phase 3 of the Lacamas Village subdivision and Commercial Lots 4, 5 and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located in Tract B.

9. Tract C, D and E of the Urban Village Short Plat are critical areas and shall be maintained in their natural state as described in the mitigation plans and owned and maintained by Phases 1, 2, and 3 of Lacamas Village, Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
10. The public pedestrian easement across trails located in Tracts A, B, C, D of the Urban Village Short Plat, and within the BPA right-of-way, shall be owned and maintained owned and maintained by Phases 1, 2, and 3 of Lacamas Village, and Commercial Lots 3, 4, 5, and 6 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
11. An access and maintenance easement is granted to the City over and under the proposed 8-inch water mains located in the private roads (Tracts H and I) and the private alleys (Tracts J, O, U, and Z) for the purpose of inspection, maintenance and operation of said public water mains.
12. GMPRD UV Lot 6: An access and maintenance easement is granted to the City over and under the proposed 8-inch water main located in the northwestern corner of Lot 6, from the end of proposed N 87th Place, across Lot 6 to tie into the future stormwater main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said 8-inch water main.
13. The stormwater systems that are located in the following private roads and alleys: Tract H, Tract I, Tract J, Tract O, Tract U, Tract X, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).
14. GMPRD UV Lot 6: An access and maintenance easement is granted to the City over and under the proposed stormwater main located in the northwestern corner of Lot 6, from the end of proposed N 87th Place, across Lot 6 to tie into the future stormwater main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said stormwater system.
15. The stormwater collection system located in Open Space Tract Q and the collection system and laterals located behind Lot 12 through 17, are to be owned and maintained by the Homeowners Association (HOA) and/or the individual homeowners that discharge to said system.
16. At the time of building permit issuance, each Lot is subject to a $1,235.77 fee per Lot, as the proportionate share contribution for the North Shore Sewer Transmission System, previously known and approved as the 'North Urban Growth Area – Sewer Transmission System' or NUGA-STS. If the NUGA SDC fees are updated to include the proportionate share fee amount of $1,235.77 per Lot, the proportionate share fee will no longer be required.
17. An access and maintenance easement is granted to the City over and under the proposed 8-inch sanitary sewer mains located in the private roads (Tracts H and I) and the private alleys (Tracts J, O, U, and Z) for the purpose of inspection, maintenance and operation of said public sanitary sewer mains.
18. GMPRD UV Lot 6: An access and maintenance easement is granted to the City over and under the proposed 8-inch sanitary sewer main located in the northwestern corner of GMPRD UV Short Plat, Lot 6, from the end of proposed N 87th Place, across Lot 6 to tie into the future sanitary sewer main in future N Huerta Drive for the purpose of inspection, maintenance and operation of said public sanitary sewer main.
19. Prior to final plat approval, a note is to be added to the plat stating that all private streets located in Tract H and Tract I; and private alleys located in Tract J, Tract O, Tract U, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).

20. Prior to final plat approval, a note is to be added to the final plat stating that the private parking areas located in Tract L, Tract N, Tract Q, Tract V, Tract W, and Tract Z are to be owned and maintained by the Homeowners Association (HOA).
21. Tract H, Tract J, Tract O, Tract U, and Tract Z: On-street parking is prohibited on both sides of the street.
22. Tracts F, G, M, P, S are Open Space Tracts, which are intended for passive and recreational uses, to be owned and maintained by the HOA.

2. Land Use Narrative



Lacamas Village
Type III Preliminary Subdivision Plat

Date: July 2025

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

Applicant:
Wollam & Associates
7701 NE Greenwood Drive, Suite 100
Vancouver, WA 98662
Terry Wollam
(360) 798-5820
terry@wollamassociates.com

AKS Job Number: 11021

AKS ENGINEERING & FORESTRY

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Lacamas Village
Type III Preliminary Subdivision Plat

Submitted to:

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

Applicant:

Wollam & Associates
7701 NE Greenwood Drive, Suite 100
Vancouver, WA 98662
Terry Wollam
(360) 798-5820
terry@wollamassociates.com

Property Owners:

Terrell & Associates LLC
17933 NW Evergreen Place, Suite 300
Beaverton, OR 97006

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:

NE quadrant of the intersection of NE Ingle Road and NE Goodwin Road

Clark County Parcels:

Lots 1, 2, and 7 of the Urban Village Short Plat

Site Size:

±12.70 acres (±553,329 square feet)

Land Use Districts:

Community Commercial (CC), Residential-6,000 (R-6), Multifamily Residential-10 (MF-10)

I. Executive Summary

Through this application, Wollam and Associates (Applicant), requests approval from the City of Camas (City) to subdivide the subject site (described below) into a 160-lot subdivision (Lacamas Village). The subdivision will include 114 lots for the future construction of 114 detached single-family homes and 46 lots for the future construction of 46 attached single-family homes. The site will gain access from N Boxwood Street, N Huerta Drive, N Ingle Road, and N Eaglet Street. An internal street network, consisting of local public roads, private streets, and alleys will be constructed to serve the project site. Each lot will be provided with sanitary sewer and water service, storm sewer service, and connections to other dry utilities. In addition to this narrative, the application package includes the materials necessary for the City to review and approve this submittal, the Pre-Application Conference Report, the Proposed Development Plans (Reduced), a Geotechnical Soil Analysis Report (Includes Geologic Hazard Study), the Preliminary Stormwater Design Report (TIR), a Traffic Study Technical Memorandum (Traffic Study), a Title Report, and Mailing Labels.

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

- Subdivision with 160 lots
- 46 single-family attached lots
- 114 single-family detached lots
- Construction of an internal public street network to serve the project
- Construction of all necessary utilities to serve the development

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

II. Site Description/Setting

The subject site consists of three lots and is ±12.70 acres in size. The site is not addressed and is located in the Northwest ¼ of Section 20 and 21, Township 2 North, Range 3 East, Willamette Meridian, Clark County, Washington. The site consists of Lots 1, 2, and 7 of the Urban Village Short Plat under City File Number SP20-02 and FP21-04. According to Clark County Geographic Information Services (GIS), the site is zoned Residential-6,000 (R-6); however, the site is governed under the Green Mountain Development Agreement and Master Plan and will be developed to the A-Pod standards of the Green Mountain Development Agreement for the Urban Village Area. These standards permit lots to be created at a higher density than typical R-6 zoning standards. The site will be subdivided to create 160 single-family residential lots. Parcels north of the site are zoned Multifamily Residential-10 (MF-10); parcels east of the site are zoned R-6;parcels south of the site, across NE Goodwin Road, are zoned Residential-7,500 (R-7.5); and parcels west of the site, across NE Ingle Road, are zoned Agriculture-20 (AG-20) and Community Commercial (CC). The parcels to the north, east, and south are also governed by the Green Mountain Development Agreement and Master Plan and were or will be developed under different development standards than typical the underlying zoning districts.

The site has frontage to N Boxwood Street, NE Ingle Road, NE 87th Avenue, N 89th Avenue, and N Huerta Drive. Site access will be gained through NE 87th Avenue, N 89th Avenue, N Alder Street, and N Huerta Drive.

The site gently slopes from east to west, with the east of the site being higher than the west of the site. Slopes across much of the site are between 0 and 5 percent, with some steeper slopes scattered throughout the site. The site will be cleared and graded under SP20-02 and FP21-04 for the Urban Village Short Plat. There are no wetlands, Oregon white oaks, or other critical areas present on-site. The existing site vegetation consists of shrubs and field grass. According to Clark County GIS, the archaeological predictive for the site is moderate-high to high, and there are mapping indicators for archaeological site buffers. The site is within a Critical Aquifer Recharge Area 2 (CARA 2).

III. Applicable Review Criteria

Camas Municipal Code

Title 5 – Business Taxes, Licenses and Regulations

Chapter 5.45 Telecommunications

5.45.365 Location of facilities.

All facilities shall be constructed, installed, and located in accordance with the following terms and conditions, unless otherwise specified in an authorization, franchise, or lease agreement.

Response: All electric, cable, or telecommunication lines installed with the development will be located underground. The final location of these utilities will be determined with final construction plans.

Title 12 – Streets, Sidewalks and Public Places

Chapter 12.24 Street Names

Response: Existing street names have already been determined and have been named according to the City of Camas *Street Naming Manual* (October 2010).

Title 14 – Stormwater Provisions

Chapter 14.02 Stormwater Control

Response: The subject site has two drainage basins for stormwater. Stormwater runoff generated West of N Huerta Drive will be collected on-site and conveyed to a stormwater treatment pond in Tract A of the Urban Village Short Plat for detention and treatment. Stormwater runoff generated east of N Huerta Drive will be collected on-site and conveyed to a stormwater treatment pond in Tract B of the Urban Village Short Plat for detention and treatment. Treated stormwater will be discharged to an existing storm ditch north of NE Goodwin Road, before being released into LaCamas Creek. All stormwaters will be discharged at rates allowed by the City of Camas. The stormwater system has been designed to 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 Proposed Development Plans included with this application for more information.

Title 15 – Buildings and Construction

Chapter 15.04 Building Code

15.04.030 Amendments to the referenced codes.

D. International Fire Code.

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 105R 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.

Response: There are existing fire hydrants within the site area and fire hydrants that will be installed with the Urban Village Short Plat that will be utilized by the subdivision. New fire hydrants will also be installed with this project. All planned fire hydrants have been designed to meet spacing requirements. All future homes in the subdivision will be built with fire sprinklers as required by the City of Camas. Emergency access for all lots in the subdivision will be from the existing and planned public roads, private streets, and alleys. This project will comply with all other requirements of the International Fire Code (IFC) as adopted and amended by the City of Camas.

Title 16 – Environment

Chapter 16.07 SEPA Categorical Exemption and Threshold Determinations

16.07.040 Environmental checklist.

Response: This project is for a Type III Preliminary Subdivision Plat of Lots 1, 2, and 7 of the Urban Village Short Plat. Lots 1, 2, and 7 of the Urban Village Short Plat are a portion of Pods A1, A2, A3, and H from the Green Mountain Development Agreement Master Plan Area. This project is for the subdivision and creation of 160 single-family residential lots and 19 tracts. A State Environmental Policy Act (SEPA) checklist for the site was previously submitted and a Determination of Nonsignificance (DNS) was issued. As noted in the pre-application report, SEPA determination was issued for both the Green Mountain Planned Residential Development (PRD) (SEPA14-21) and the Urban Village Short Plat (SEPA20-06); therefore, SEPA is not required for this project.

Chapter 16.31 Archaeological Resource Preservation

16.31.070 Predetermination report required.

Response: As noted in the pre-application report, an archaeological permit was issued with the Green Mountain PRD approval, and this project must comply with conditions outlined in that permit. An archaeological note is included in the Proposed Development Plans. Should any historic artifacts be uncovered during the project, the Applicant will follow conditions outlined in the archaeological permit.

Chapter 16.51 General Provisions for Critical Areas

16.51.090 Applicability.

Response: This application is for a Type III Preliminary Subdivision Plat review. A critical areas report and mitigation plan were completed by Ecological Land Services, Inc. (ELS) for the Green Mountain Urban Village Short Plat. No critical areas exist within the project site. Tract E is an existing tract that was platted with the Urban Village Short Plat. Tract E is bordered by the project site on three sides, and Bonneville Power Administration (BPA) power lines on one side. Tract E contains critical areas but will not be impacted or disturbed with this project. No additional actions are necessary, as critical areas have been previously addressed, and no critical areas exist within the subject site.

Chapter 16.59 Geologically Hazardous Areas

Response: A Geotechnical Soil Analysis Report was completed by GeoPaciific Engineering, Inc., on January 7, 2014. Site conditions within the development area are discussed in that Geotechnical Engineering Report. Refer to the Geotechnical Report included with this application for more 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 June 20, 2024. The meeting notes for the pre-application conference were issued on June 20, 2024.

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 Preliminary Subdivision Plat of Lots 1, 2, and 7 of the Urban Village Short Plat. All documents needed for the approval of this application are included in this package, including a vicinity map, an existing conditions map, and site development plans, which are included in the Proposed Development Plans. Additionally, this Narrative, the Pre-Application Conference Report, a Geotechnical Soil Analysis Report (Includes Geologic Hazard Study), the Preliminary Stormwater Design Report (TIR), a Traffic Study Technical Memorandum (Traffic Study), a Title Report, and Mailing Labels are included in this application package.

C. Review Procedures.

Response: This project is for a Type III Preliminary Subdivision Plat of Lots 1, 2, and 7 of the Urban Village Short Plat. Approval of this project will create 160 single-family residential lots, including 46 attached single-family lots and 114 detached single-family lots, associated roads, and site improvements. This project is subject to the Type III review process.

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: This project meets all applicable goals of the Camas Comprehensive Plan by creating a variety of housing types, protecting critical areas, providing circulation for vehicles and pedestrians, and developing vacant and underutilized lots. Existing vegetation within the project area will be removed; however, previous projects have accounted for critical area

protection and existing vegetation protection within the Green Mountain Master Plan. New trees and landscape areas will be installed with this project. Streets within the project have been designed to reduce traffic speeds, while providing vehicle, pedestrian, and bicycle circulation opportunities.

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: Water, stormwater, and sanitary sewer facilities are provided with this project and with the Urban Village Short Plat. Stormwater runoff will be collected on-site and conveyed to stormwater treatment ponds southwest of the site. The stormwater ponds have been reviewed, approved, and constructed under previous project. Stormwater will be detained and treated prior to being discharged at approved rates and locations. Water is looped through the site and will be extended to provide service to each lot. A gravity sewer main will be extended through the site to provide service to each lot. A detailed and site-specific erosion control plan will be provided with final construction plans. Refer to the Proposed Development Plans included with this application for more 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: All planned roads meet or exceed the standards of the City of Camas's six-year street plans. Planting strips are provided along public streets for street trees, and street lighting is included in the design. Provisions have been made for utilities, as shown in the plans included with this application. Refer to the Proposed Development Plans included with this application for more information.

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

Response: This project will dedicate right-of-way to five new public streets within the subject site. One private road will be created to allow for private lot access. A 6-foot private utility easement (PUE) will be provided along the frontage of each lot with the final plat. Refer to the Proposed Development Plans included with this application for more information.

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

Response: As shown on the plans submitted with this application, all lots are oriented fronting a public street or private street tract and are shaped appropriately to allow for home construction. Refer to the Proposed Development Plans included with this application for more 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 shown on the plans and documents submitted with this application, this project complies with all requirements of the Camas Municipal Code (CMC) and other relevant regulations. Refer to the Proposed Development Plans included with this application for more information.

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 Traffic Study Technical Memorandum (Traffic Study) for the project. The Traffic Study assumed subdivision with up to 160 single-family lots. The Traffic Study states the proposed development will generate 1,523 average daily trips (ADT) with 120 a.m. peak hour trips and 160 p.m. peak hour trips.

The contents associated with this Traffic Study are based on the recommendations provided in the Green Mountain Master Plan Transportation Impact Analysis, which was prepared by Kittleson & Associates and dated June 2014. The trips created from this project will be deducted from the Green Mountain Master Plan Transportation Impact Analysis and after subtracting the trips created from this project, 7,633 ADT, 450 a.m. peak hour trips, and 710 p.m. peak hour trips remain in the master plan approval. For more information, refer to the Traffic Study included in this application package for additional information.

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

Response: All planned tracts associated with this project will be owned and maintained by the homeowners' association (HOA). Ownership and maintenance responsibility 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 stated previously, this project meets all applicable goals of the Camas Comprehensive Plan. The site is ±0.6 miles from the Lacamas Heritage Trailhead, ±1 mile from the Camas Meadows Golf Club, and ±2.6 miles from the Lacamas Lake public boat launch. Existing vegetation outside of the project area has been protected through the Green Mountain Master Plan and Urban Village Short Plat, and new trees and landscape areas will be

installed with this project. A new public street network will be constructed with this project to provide vehicle and pedestrian circulation. Refer to the Proposed Development Plans included with this application for more 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 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.

B. The sequence and timing of development is identified on a map.

C. Each phase shall consist of a contiguous group of lots that meets all pertinent development standards on its own. The phase cannot rely on future phases for meeting any city codes with the exception of storm drainage facilities. Storm drainage must be adequate for each phase, and the stormwater plan must adequately meet the needs of the entire development. Storm drainage facility must be included in the first phase.

D. Each phase provides adequate circulation and utilities. Public works has determined that all street and other public improvements, including but not limited to erosion control improvements, are assured. Deferment of some improvements may be allowed pursuant to CMC Chapter 17.21.

E. Specific improvements necessary for the entire development may be required to be completed with the first phase, regardless of phase design or completion schedule of future phases, e.g., storm pond must be completed regardless of area where storm pond is located.

Response: This project is anticipated to be constructed in up to three phases. The phases have been numbered in the Proposed Development Plans for reference and are not for intended construction sequencing. Each phase is designed to be constructed as a stand-alone phase with all necessary services and connections.

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 centralized mail delivery boxes as determined by the U.S. Postal Service, together with all appurtenances in accordance with 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 abandoned, in accordance with state and county guidelines regardless of lots or properties served by such utility unless otherwise approved by public works director.

Response: Lots 1, 2, and 7 of the Urban Village Short Plat are vacant and will be platted prior to construction for this project. Public water mains, sanitary sewer mains, and stormwater mains exist, or will be constructed, within public roads in the project area. Additional paved streets with curbs, gutters, and sidewalks will be constructed with this project and required utilities will be provided to each lot, including sanitary sewer, water, and other private utilities. Refer to the Proposed Development Plans included with this application for more information.

17.19.030 Tract, block and lot standards.

A. Environmental Considerations.

Response: There are no existing wetlands or critical areas in the project area. Existing vegetation outside of the project area has been protected through the Green Mountain Master Plan and Urban Village Short Plat. Street trees and open-space trees will be installed to help provide a natural environment. Refer to the Proposed Development Plans included with this application for more 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: Two-tiered blocks are planned where feasible. The portions of the project abutting the site boundary, collector street, or BPA easement are single-tier blocks due to restrictions of the abutting element. Refer to the Proposed Development Plans included with this application for more information.

C. Compatibility with Existing Land Use and Plans.

Response: Residential homes surround the site to the north, BPA power lines exist east of the site, vacant land for future commercial development and natural area tracs will exist south of the site, and vacant land exists west of the site, across NE Ingle Road. The planned single-family residential uses are compatible with the surrounding uses. All proposed roads and private streets meet or exceed the requirements of the CMC and other City standards.

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: All lots except lots 1 through 17 and 31 through 36 front and have access onto a public street. Lots 1-17 and 31-36 have frontage onto a private street that provides access to the public street network.

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: Side lot lines are perpendicular to the street or radial to the curve on which the lot fronts. Refer to the Proposed Development Plans included with this application for more 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,

b. For multi-family zones, a suitable size and configuration generally includes a building envelope of twenty feet by forty feet.

c. Other factors in considering the suitability of the size and configuration of any residential lot include the presence of, or proximity to critical areas, adjoining uses or zones, egress and ingress, and necessary cuts and fills;

Response: Building envelopes, in the form of setbacks, are shown on the Proposed Development Plans. All lots are designed with setbacks that allow for homes that range from 20 to 24 feet wide. All lots have also been designed to allow for homes that are an average of 40 feet deep. Refer to the Proposed Development Plans included with this application for more information.

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: The proposed development does not include flag lots; therefore, this standard does not apply.

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:

Response: Lots 12 through 17 are designed with their rear backing to NE Ingle Road and their front on N Fawn Loop. An open-space tract providing at least a 10-foot-wide landscape buffer is planned between the rear lot lines and NE Ingle Road's right-of-way. A ±6-foot-tall wood fence will be constructed along the rear lot lines of lots 12 through 17.

7. Corner Lots. Corner lots may be required to be platted with additional width to allow for the additional side yard requirements;

Response: All planned corner lots have sufficient width and depth to allow for adequate vision clearance at the corners. Refer to the Proposed Development Plans included with this application for more information.

8. Restricted Corner Lots. Corner lots restricted from access on side yard flanking street shall be treated as interior lots and conform to front, side and rear yard interior setbacks of CMC Chapter 18.09; and

Response: No restricted corner lots are proposed with this application; therefore, this standard does not apply.

E. Tracts and Trails.

1. If land division is located in the area of an officially designated trail, in accordance with the current version of the parks, recreation and open space comprehensive plan, provisions shall be made for reservation of the right-of-way or for easements to the city for trail purposes including the construction of the trail. Trail standards for each trail type shall be as specified in appendix B of the parks, recreation and open space comprehensive plan or as amended.

Response: A trail is planned through Tract T and public access will be provided over the trail. Refer to the Proposed Development Plans included with this application for more information.

F. Landscaping.

Response: One street tree will be provided for each single-family lot, except where trees cannot be planted due to driveways, streetlights, and utilities. All street trees will be installed within the designated time frame and landscaping will conform to the Camas Design Standards Manual. Refer to the Proposed Development Plans included with this application for more information.

G. Non-City Utility Easements. Easements for electric lines or other public utilities may be required. Easements for utilities shall be a minimum of six feet in width and centered on front or side lot lines.

Response: A ±6-foot-wide PUE along the front and street side property lines will be provided on the final plat.

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 is planned with this project. All lighting will be installed in conformance with City of Camas and Clark Public Utilities (CPU) standards. Refer to the Proposed Development Plans included with this application for more 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: One private street tract is planned with this project. The planned private street will gain access from N Eaglet Street. Six alley tracts are also planned with this project. The alley tracts will gain access from N Eaglet Street, N 88th Place, N Alder Street, N 87th Place, and N 86th Place. The planned private street is looped and has been designed to not affect

circulation. Refer to the Proposed Development Plans included with this application for more information.

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

Response: All planned private streets and alley tracts will be owned and maintained by the HOA.

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

Response: Tract H is a planned private street that has been designed to provide access and frontage to 23 lots. Tract J is an alley tract that will provide rear loading access to 13 lots. Tract P is an alley tract that contains two alleys that will provide rear loading access to a total of 25 lots. Tract S is an alley tract that will provide rear loading access to three lots. Tract V is an alley tract that will provide rear loading access to 21 lots. Tract Z is an alley & parking tract that will provide access to four lots. Refer to the Proposed Development Plans included with this application for more information.

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

Response: All private streets connect to no more than one public street, except alleys, which provide rear loading access to lots and connect to more than one public street.

5. **Conform to the Camas Design Standard Manual;**

Response: There are seven private streets or alleys planned with this project. Tract H is the only private street within the project boundary. Tract H is greater than 300 feet long and serves more than five lots; therefore, Tract H is subject to the City of Camas Private Street D standards, with a minimum tract width of 48 feet, and a minimum pavement width of 28 feet. All other private roads within the project are alley tracts that are being constructed to the City of Camas Private Street E standards, with a minimum tract width of 20 feet and a minimum pavement width of 18 feet. Refer to the Proposed Development Plans included with this application for more information.

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

Response: All planned alley tracts will be owned and maintained by the HOA.

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

Response: Garbage and recycling for lots accessing from private street tracts will be picked up within the private street and alley tracts.

All private street tracts have been designed to meet or exceed the standards of the CMC and Camas Design Standards Manual. By designing the roads to meet or exceed CMC and Camas Design standards, the private streets meet access requirements for garbage, recycling, and emergency services. Refer to the Proposed Development Plans included with this application for more information.

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

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

B. Streets.

1. Half Width Improvement. Half width improvements, when determined appropriate by the City Engineer, shall include utility easements, pedestrian pathway, 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: Existing streets surrounding the project area have been built with full-width and half-width improvements. All public roads within the project area will be constructed as local streets and will be built with full right-of-way dedication and road improvements. This includes a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and a 7-foot-wide planter strip and 5-foot-wide detached sidewalk on both sides of the road. Refer to the Proposed Development Plans included with this application for more 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. Additional paving may be required to ensure safe and efficient roads to exist to serve the land development and provide bike lanes.

Response: Existing streets surrounding the project area have been built with full-width and half-width improvements. NE 87th Avenue, N Huerta Drive, and N Boxwood Street are existing roads that have been constructed with a 60-foot-wide right-of-way, a 36-foot-wide paved surface, and a 5-foot-wide planter strip and 6-foot-wide detached sidewalk on both sides of the road. NE Ingle Road is an existing half-width road that will be improved with a 52-foot-wide right-of-way, a 23-foot-wide paved surface, and a 6-foot-wide planter strip and 6-foot-wide detached sidewalk on one side of the road with completion of the Urban Village Short Plat. Refer to the Proposed Development Plans included with this application for more information.

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

a. If the future grade or alignment of the adjacent public street is unknown and it is not feasible to establish the grade in a reasonable period;

b. The immediate improvement of the street would result in a short, isolated segment of improved street;

c. The frontage is part of an impending or imminent city street improvement project;

d. Street improvements in the vicinity are unlikely to occur within six years.

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 or financial surety in lieu of said improvements.

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

> 6. Extension. Proposed street systems shall extend existing streets at the same or greater width unless otherwise approved by the public works department and authorized by city council in approval of the plat.
>
> 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.

Response: No street stubs are planned with this project. N Eaglet Street will be extended from the north through the west half of the project and connect to NE 87th Avenue. Internal local roads and private streets and alleys have been designed to loop through the project to connect to existing and planned roads.

There are two cul-de-sacs that are planned with this project. These cul-de-sacs are designed due to site limitations. N Boxwood Street, an existing Collector Street, binds the site to the north, and BPA power lines and a BPA easement bind the site to the east. South of the site are lots zoned and planned for commercial and stormwater tracts, and west of the site is NE Ingle Road, a half-width existing collector. Given the project site's shape, cul-de-sacs cannot be avoided. Adequate circulation is still provided within and through the development. Refer to the Proposed Development Plans included with this application for more information.

> 8. Right-of-way, tract and pavement widths for streets shall be based on Table 17.19.040-1 and Table 17.19.040-2.

Response: All streets in the project have been designed to meet or exceed the standards of the CMC and Camas Design Standards Manual. Existing streets surrounding the project area have been built with full-width and half-width improvements. NE 87th Avenue, N 89th Avenue, N Huerta Drive, and N Boxwood Street will be constructed with a 60-foot-wide right-of-way, a 36-foot-wide paved surface, and a 5-foot-wide planter strip and 6-foot-wide detached sidewalk on both sides of the road. NE Ingle Road is an existing half-width road that will be improved with a 52-foot-wide right-of-way, a 23-foot-wide paved surface, and a 6-foot-wide planter strip and 6-foot-wide detached sidewalk on one side of the road with completion of the Urban Village Short Plat. Public roads within the project area will be constructed as local streets and will be built with full right-of-way dedication and road improvements, including a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and a 7-foot-wide planter strip and 5-foot-wide detached sidewalk on both sides of the road. Refer to the Proposed Development Plans included with this application for more 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 streets shall have a corner radius of not less than twelve feet.

Response: All planned intersections have been designed at right angles. Offset intersections are not proposed and no intersections with arterial roads are planned with this project. Refer to the Proposed Development Plans included with this application for more 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 director;

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 circulation plan meeting these standards is provided in the Proposed Development Plans included with this application. The planned street network provides internal circulation with connections to existing infrastructure. Trails are provided outside of the planned street network for additional pedestrian circulation opportunities. Refer to the Proposed Development Plans included with this application for more 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 blocks greater than 600 feet in length are planned with this project; therefore, this standard does not apply. Refer to the Proposed Development Plans included with the application for more information.

ii. Culs-de-sac 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: One cul-de-sac in the planned project is over 300 feet in length. This is necessary due to existing public street and intersection locations and site restrictions that make extending the cul-de-sac not feasible. An open-space tract and trail are planned at the end of the cul-de-sac to provide pedestrian circulation. Refer to the Proposed Development Plans included with this application for more information.

iii. When culs-de-sac 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: One cul-de-sac in the planned project is over 300 feet in length. An open-space tract and trail are planned at the end of the cul-de-sac to provide pedestrian circulation. The sidewalk has been designed to meet the Design Standards Manual requirements for Americans with Disabilities Act (ADA) accessibility. Refer to the Proposed Development Plans included with this application for more 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: No rights-of-way are proposed within critical areas with this project; therefore, this standard does not apply. Refer to the Proposed Development Plans included with this application for more information.

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 average residential lot size in this project is less than 7,400 square feet; therefore, additional off-street parking is required. There are 160 residential lots planned with this project, requiring 33 additional off-street parking spaces. Forty off-street parking spaces are planned in four tracts distributed throughout the site. Refer to the Proposed Development Plans included with this application for more 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, as provided below.

Response: All streets in the project have been designed to meet or exceed the standards of the CMC and Camas Design Standards Manual. Existing streets surrounding the project area have been built with full-width and half-width improvements. NE 87th Avenue, N 89th Avenue, N Huerta Drive, and N Boxwood Street will be constructed with a 60-foot-wide right-of-way, a 36-foot-wide paved surface, and a 5-foot-wide planter strip and 6-foot-wide detached sidewalk on both sides of the road. NE Ingle Road is an existing half-width road that will be improved with a 52-foot-wide right-of-way, a 23-foot-wide paved surface, and a 6-foot-wide planter strip and 6-foot-wide detached sidewalk on one side of the road with completion of the Urban Village Short Plat. Public roads within the project area will be constructed as local streets and will be built with full right-of-way dedication and road improvements, including a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and a 7-foot-wide planter strip and 5-foot-wide detached sidewalk on both sides of the road. Refer to the Proposed Development Plans included with this application for more information.

13. Sidewalks shall be constructed as specified in Camas Design Standard Manual. See Table 17.19.040-1 and Table 17.19.040-2 for dimensions.

Response: All planned sidewalks included in this project have been designed to meet or exceed the standards in the Camas Design Standard Manual and CMC. Refer to the Proposed Development Plans included with this application for more information.

C. Utilities.

1. Generally. All utilities designed to serve the development shall be placed underground and, if located within a critical area, shall be designed to meet the standards of the critical areas ordinance.

   a. Those utilities to be located beneath paved surfaces shall be installed, including all service connections, as approved by the public works department; such installation shall be completed and approved prior to application of any surface materials.

   b. Easements may be required for the maintenance and operation of utilities as specified by the public works department.

2. Sanitary sewers shall be provided to each lot at no cost to the city and designed in accordance with city standards.

   a. Detached units shall have their own sewer service and STEP or STEF or conventional gravity system as required.

   b. Duplex, tri-plex, and townhome units shall each have a dedicated sewer lateral, unless otherwise approved by the public works director or designee.

   c. Multifamily units shall have one sewer lateral per building.

   d. Commercial or industrial units shall have privately owned and maintained sewer systems acceptable to the city.

Response: All lots will be served with public sanitary sewer service provided by the City of Camas. Existing gravity mains will be extended throughout the site and service lateral connections will be extended to each lot. Sanitary sewer will flow to an existing gravity main in NE Ingle Road and will be conveyed to the Goodwin Road Pump Station. Refer to the Proposed Development Plans included with this application for more information.

3. Storm Drainage. The storm drainage collection system shall meet the requirements of the city's officially adopted storm water standards.

Response: The subject site has two drainage basins for stormwater. Stormwater runoff generated east of N Huerta Drive will be collected on-site and conveyed to a stormwater treatment pond in Tract B of the Urban Village Short Plat for detention and treatment. Treated stormwater will be discharged to an existing storm ditch north of NE Goodwin Road, before being released into Lacamas Creek. The stormwater system has been designed to the ECY 2024 SWMMWW. Refer to the Preliminary Stormwater TIR and Proposed Development Plans included with this application for more information.

4. Water System.

Response: All lots will be served with public water service provided by the City of Camas. Water will be extended and looped through the site from existing water mains in N Eaglet Street, N Dogwood Street, N Boxwood Street, and N Huerta Drive. Refer to the Proposed Development Plans included with this application for more 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 Erosion Control Plan is included in the Proposed Development Plans. A detailed and site-specific erosion control plan will be provided with final construction plans for sediment and pollution control. Refer to the Proposed Development Plans included with this application for more information.

Title 18 – Zoning

Chapter 18.09 Density and Dimensions

Response: According to Clark County GIS, the subject site contains three different zoning designations. However, the site is governed under the Green Mountain Development Agreement and Master Plan and will be developed to the A-Pod standards of the Green Mountain Development Agreement Urban Village Area. The A-Pod standards differ from the standard densities associated with the zones listed on Clark County GIS and allow higher-density lots to be created.

The subject site contains lots 1, 2, and 7 of the Urban Village Short Plat, which are vested to the following densities: 12 to 24 units/acre. The subject site will be subdivided to create 160 single-family residential lots over a net area ±11.69 acres, for a density of 13.68 units per acre. No structures are proposed as part of this application; however, any future structure will be constructed to the standards depicted in the table below.

Density and Dimensions – Camas MF zone and Green Mountain C, B, and A Pods		
	B PODs	A PODs
Density		
Max. du/gac	18	24
Min. du/gac	6	12
Standard Lots		
Min. lot SF	1,000[1]	1,000[1]
Min. lot width	20	20
Min lot depth	50	50
Max. Floor Area per du	No Max	No Max
Setbacks		
Min. front/at garage	6/3 @OS/18	None
Min. side	3	
Min. side Flanking Street	10	None[4]
Min. rear (*garage @ alley*)	10[2,3]	None[3]
Lot Coverage, Max.	None	None
Building Height, Max.	45	60

Note: Example notes text.
1. Single Family Detached homes to be permitted. For SFD in A POD apply setbacks in B POD.
2. 10 feet for front access garage.
3. Minimum rear yard for alley accessed garage is either 3' or 18'.
4. Franchise utilities to be located in front or side yard easements abutting right of way.

18.09.060 Density transfers.

C. Where a land division proposes to set aside a tract for the protection of a critical area, natural open space network, or network connector (identified in the city of Camas parks plan), or approved as a recreational area, lots proposed within the development may utilize the density transfer standards under CMC Section 18.09.040.B Table-1.

Response: As previously noted, the site is governed under the Green Mountain Development Agreement and Master Plan and will be developed to those standards. Density transfer is not proposed.

Chapter 18.11 Parking

18.11.020 Design.

The design of off-street parking shall be as follows:

A. Ingress and Egress. The location of all points of ingress and egress to parking areas shall be subject to the review and approval of the city.

Response: There are four parking areas planned in open space tracts with this project. Access to the planned parking areas will be provided through private alley tracts and public streets. Refer to the Proposed Development Plans included with this application for more information.

B. Backout Prohibited. In all commercial and industrial developments and in all residential buildings containing five or more dwelling units, parking areas shall be so arranged as to make it unnecessary for a vehicle to back out into any street or public right-of-way.

Response: There are no commercial or industrial buildings, or residential buildings containing five or more dwelling units planned with this project; therefore, this standard does not apply. Refer to the Proposed Development Plans included with this application for more information.

C. Parking Spaces—Access and Dimensions. Adequate provisions shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed maneuvering aisles.

1. Off-street parking space dimensions shall be as follows or as otherwise approved by the director:

   a. Standard spaces shall be a minimum of nine feet in width;

   b. Standard spaces shall be a minimum of eighteen feet in length.

2. Aisle width dimensions shall be as follows or as otherwise approved by the director:

   a. One-way aisle width shall be fifteen feet;

   b. Two-way aisle width shall be twenty-four feet.

Response: All parking stalls are designed as standard 9-foot-wide by 18-foot-deep parking stalls. Refer to the Proposed Development Plans included with this application for more information.

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 Proposed Development Plans included with this application for more 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 detached and attached single-family lot and will consist of a garage and driveway. Additional off-street parking will be provided in four common parking areas. Refer to the Proposed Development Plans included with this application for more 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.

Response: 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 a driveway and garage space. Additionally, 40 off-street parking spaces are provided in common parking areas to meet the requirements of CMC 17.19.040.B.10.e. Refer to the Proposed Development Plans included with this application for more information.

Chapter 18.13 Landscaping

18.13.020 Scope.

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

1. Commercial, industrial, governmental uses, and land divisions;

3. Parking lots with greater than four spaces;

Response: This application is for 114 detached single-family residential lots and 46 attached single-family residential lots; therefore, this project is subject to CMC 18.13.020.

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.

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

Response: A Tree Preservation Plan that accounted for trees on-site was completed with the Green Mountain Development Agreement. All landscaping within the planned project is designed to comply with the Tree Preservation Plan. Refer to the landscaping sheets within the Proposed Development Plans that are included in this application for more information.

18.13.060 Parking areas.

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

Response: There are four parking areas planned throughout the site. Parking stall areas will have perimeter landscaping. Refer to the Proposed Development Plans included with this application for more information.

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

Response: No parking lots with interior landscape areas are proposed with this project. Refer to the Proposed Development Plans included with this application for more information.

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

Response: Forty additional off-street parking spaces are planned with this project, requiring seven additional trees. A minimum of seven additional trees will be provided. Refer to the Proposed Development Plans included with this application for more 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: The proposed parking areas do not include interior landscaping. No planter strips or tree wells are proposed. Refer to the Proposed Development Plans included with this application for more 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: All tree planting areas are a minimum of 8 feet wide and contain a minimum of 500 cubic feet of soil. Refer to the Proposed Development Plans included with this application for more 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 Proposed Development Plans included with this application for more information.

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

Response: Curbed planting areas are provided at the end of each parking aisle to protect parked vehicles. Refer to the Proposed Development Plans included with this application for more information.

H. No more than fifteen parking spaces shall be located in a row without a landscaped divider strip

Response: No more than 15 parking stalls are in a single row with this project. Refer to the Proposed Development Plans included with this application for more 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 Proposed Development Plans included with this application for more information.

18.17.050 Fences and walls.

Response: All future fences for the residential lots will not exceed 6 feet in height; therefore, permits will not be required for fences. Refer to the Proposed Development Plans included with this application for more information.

18.17.060 Retaining walls.

Response: Given the site topography, it is unknown if any retaining walls are needed with this project. Any needed retaining walls will be determined at final engineering. It is not anticipated that any walls will be over 6 feet in height. All appropriate permits will be obtained for any proposed walls. Refer to the Proposed Development Plans included with this application for more information.

Chapter 18.19 Design Review

18.19.050 Design principles.

The principles as provided in the DDM or DRM are mandatory and must be demonstrated to have been satisfied in overall intent in order for approval of a design review application to be granted. Standard principles shall apply to all commercial, mixed use, or multifamily uses. Specific principles are used in addition to the standard principles for gateways and corridors, commercial, mixed uses, and multifamily (e.g. apartments, townhouses, duplexes).

A. Standard Principles.

3. Buildings shall have a "finished" look. Any use of panelized materials shall be integrated into the development in a manner that achieves a seamless appearance.

Response: No structures are planned with this application; however, these elements will be reviewed during the building permit process.

b. Buildings shall be used to define the streetscape unless site conditions prove prohibitive.

Response: This application is for a Type III Preliminary Subdivision Plat review to create a 160-lot single-family subdivision. No structures are planned with this application; however, the future attached single-family residences will be located along the collector street frontages to define the street scape. Refer to the Proposed Development Plans included with this application for more information.

3. Multifamily.

b. Townhomes and Rowhouses.

i. All on-site parking areas (excluding driveways and garages) shall be screened with landscaping.

Response: All parking for the planned townhomes will be in driveways and garages; therefore, no screening is required. There are four parking areas planned in open-space tracts and alley tracts throughout the site. Parking stall areas will have perimeter landscaping. Refer to the Proposed Development Plans included with this application for more information.

ii. Buildings shall be used to define the streetscape unless site conditions prove prohibitive.

Response: No structures are planned with this application; however, the future attached single-family residences will be located along the collector street frontages to define the street scape. Refer to the Proposed Development Plans included with this application for more information.

iii. When appropriate, structures abutting or located in single-family residentially zoned areas shall be designed to mitigate size and scale differences.

Response: The proposed townhomes will be two-story and range from two to four units per structure, making them similarly scaled to the detached single-family buildings within the project and neighboring subdivisions.

vi. Attached garages shall account for less than fifty percent of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.

Response: No structures are proposed as part of this application; however, these elements will be reviewed during the building permit process.

Chapter 18.55 Administration and Procedures

18.55.060 Preapplication conference meeting—Type II, Type III.

Response: This application requires a pre-application conference meeting, which was held on June 20, 2024.

18.55.110 Application—Required information.

Type II or Type III applications include all the materials listed in this subsection. The director may waive the submission of any of these materials if not deemed to be applicable to the specific review sought. Likewise, the director may require additional information beyond that listed in this subsection or elsewhere in the city code, such as a traffic study or other report prepared by an appropriate expert where needed to address relevant approval criteria. In any event, the applicant is responsible for the completeness and accuracy of the application and all of the supporting documentation. Unless specifically waived by the director, the following must be submitted at the time of application:

A. A copy of a completed city application form(s) and required fee(s);

B. A complete list of the permit approvals sought by the applicant;

3. Multifamily.

b. Townhomes and Rowhouses.

i. All on-site parking areas (excluding driveways and garages) shall be screened with landscaping.

Response: All parking for the planned townhomes will be in driveways and garages; therefore, no screening is required. There are four parking areas planned in open-space tracts and alley tracts throughout the site. Parking stall areas will have perimeter landscaping. Refer to the Proposed Development Plans included with this application for more information.

ii. Buildings shall be used to define the streetscape unless site conditions prove prohibitive.

Response: No structures are planned with this application; however, the future attached single-family residences will be located along the collector street frontages to define the street scape. Refer to the Proposed Development Plans included with this application for more information.

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Chapter 18.55 Administration and Procedures

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18.55.110 Application—Required information.

Type II or Type III applications include all the materials listed in this subsection. The director may waive the submission of any of these materials if not deemed to be applicable to the specific review sought. Likewise, the director may require additional information beyond that listed in this subsection or elsewhere in the city code, such as a traffic study or other report prepared by an appropriate expert where needed to address relevant approval criteria. In any event, the applicant is responsible for the completeness and accuracy of the application and all of the supporting documentation. Unless specifically waived by the director, the following must be submitted at the time of application:

A. A copy of a completed city application form(s) and required fee(s);

B. A complete list of the permit approvals sought by the applicant;

C. 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 Clark County assessor;

D. 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 preapplication conference as being required;

E. Necessary drawings in the quantity specified by the director;

F. Copy of the preapplication meeting notes (Type II and Type III);

G. SEPA checklist, if required;

H. Signage for Type III applications and short subdivisions: Prior to an application being deemed complete and Type III applications are scheduled for public hearing, the applicant shall post one four-foot by eight-foot sign per road frontage, unless a different size (not to be less than six square feet) is approved by the director. The sign shall be attached to the ground with a minimum of two four-inch by four-inch posts or better. The development sign shall remain posted and in reasonable condition until a final decision of the city is issued, and then shall be removed by the applicant within fourteen days of the notice of decision by the city. The sign shall be clearly visible from adjoining rights-of-way and generally include the following:

1. Description of proposal,
2. Types of permit applications on file and being considered by the City of Camas,
3. Site plan,
4. Name and phone number of applicant, and City of Camas contact for additional information,
5. If a Type III application, then a statement that a public hearing is required and scheduled. Adequate space shall be provided for the date and location of the hearing to be added upon scheduling by the city.

I. A copy of a full title report.

Response: This application is for a Type III Preliminary Plat Review and this application package contains all the applicable required information listed in this section.

IV. Urban Village Planning Principles

Land Use

This project will create both attached and detached lots, which will provide a variety of housing types. These housing types allow for a higher density housing type, which complements the lower densities that have been constructed within the Green Mountain PRD and create a financially feasible and economically sustainable community over time. The planned project will provide views of Green Mountain and existing natural areas will continue to be maintained and utilized as previously approved. This project also leaves lots available for future commercial development.

Commercial

No commercial or mixed use lots are planned with this project, however remaining lots from the Urban Village Short Plat can be developed as commercial and mixed use lots. These future commercial lots will provide a third place for homeowners after this project is completed. No commercial elements have been designed at this point, but this project generally follows the commercial planning principles. Future commercial lots will provide a sense of street enclosure and a pedestrian friendly environment with parking anticipated to be at the rear of the buildings.

Housing

This project provides housing at the density that was approved with Green Mountain PRD Master Plan. The Master Plan is approved for up to 1,300 dwelling units. To date, 847 units have been approved. This project will bring the total dwelling units up to 1,007 units, leaving 293 units available for the future mixed-used site plan development. The houses that will be built on these lots will meet the needs of a range of household incomes and provide an individual design character and architectural styles.

Design Guidelines

A. Create opportunities for mixed-use development.

Commercial designated lands in the Urban Village will not be impacted with this project. This project will provide additional housing types to complement the existing lower density residential already developed.

B. Balance transportation needs on large sites.

The existing street network will be extended and expanded with this project. New local streets will also be built with this project. The planned street network will develop roads that will provide greater pedestrian connection, greater circulation for fire and life safety, and greater housing diversity. The proposed street network will also allow for connections to public transportation should it extend to this area.

C. Create a new efficient street pattern.

This project will extend the existing street network from surrounding areas and develop new roads that will provide greater pedestrian connection, greater circulation for fire and life safety, and greater housing diversity.

D. Enhance the economic viability of mixed-use projects.

This project will create attached and detached single family lots, which will provide variety of housing types and density necessary to support potential future businesses that will utilize future commercial lots.

E. Create an attractive streetscape.

Streetscape design will provide a pedestrian friendly environment and help create a sense of space. Details of the streetscape design have not been determined at this stage but will be designed and reviewed throughout the development process.

F. Provide Urban Village area elements.

The proposed development will provide pedestrian friendly streets that will encourage a sense of community.

G. Create a new efficient street pattern.

Higher density residential lots with townhomes and detached single family homes will be created with this project. This variety of lot types complement both the Urban Village as well as the existing lower density residential already developed with the Green Mountain PRD. This creates an efficient use of the street pattern, by utilizing existing streets and new streets to their full potential.

V. Conclusion

The Applicant is proposing a 160-lot subdivision, including 46 attached single-family residential lots and 114 detached single-family residential lots. The proposed project meets the requirements of the CMC, the City of Camas Design Standards, and the Green Mountain Development Agreement. Information regarding the Urban Village is described below.

The Urban Village provided a set of Planning Principles and Design Guidelines. Below is a brief description of the principles and how they will be met.

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 (Lacamas Village).

1. Pre-Application Conference Report

PRE-APPLICATION MEETING NOTES
Lacamas Village
PA24-13

Thursday, June 20, 2024
Zoom meeting with City staff

Applicant:	AKS Engineering & Forestry Michael Andreotti
City of Camas attendees:	Lauren Hollenbeck, Senior Planner Robert Maul, Planning Manager Ahmed Yanka, Engineer II Anita Ashton, Engineering Project Manager Curleigh Carothers, City Engineer Ron Schumacher, Division Chief/Fire Marshal
Location:	NE Ingle Road/NE Goodwin Road Camas, WA 98607 Parcel Numbers: 172559000 and 986037656
Zoning:	MF-24 (Multi-Family Residential)
Description:	The applicant is proposing to construct 192 single-family townhome 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 to an applicant all relevant applicable code requirements shall not constitute a waiver by the City of any standard or requirement. [CMC 18.55.060 (C)] This pre-application conference shall be valid for a period of 180 days from the date it is held. If no application is 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 **LAUREN HOLLENBECK (360) 817-7253**

The proposed development is subject to an approved Development Agreement (DA) and Master Plan via City Resolution 1315, the Green Mountain Planned Residential Development (PRD) (SUB14-02), the Green Mountain Urban Village Short Plat (SP20-02), including any applicable vested city codes and recorded plats. Please note it remains the **applicant's responsibility** to review the approved DA and Master Plan, the Green Mountain PRD (SUB14-02), the Green Mountain Urban Village Short Plat (SP20-02), including the Camas Municipal Code (CMC) and address all applicable provisions. The following pre-application notes are based on application materials and site plan submitted to the City on April 18, 2024:

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;

Fees will be based on the adopted fees at the time of land use application submittal. The current fees include the following:		
1.	Preliminary plat subdivision	$8,204.00 +261.00 per unit
2.	Major Design Review	$2,716.00
3.	Fire Department Review	$402.00
Fees for building permit are collected at the time of the building permit submittal. Fees for engineering are collected at time of engineering plan approval.		
4.	Building Permit and Plan Review	based on the valuation of the project
5.	Engineering Review	3% of estimated construction costs

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- three full size paper copies of the site plan drawings. All other 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

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 following comments are based on the site plan materials submitted with this Pre-Application:

1. The proposed preliminary plat will need to comply with any applicable conditions of approval in the PRD, the preliminary Short Plat in addition to the recorded Development Agreement.
2. A PRD shall provide more **creative and innovative designs** than conventional zoning or subdivisions, and the design and layout shall take into consideration the integration and compatibility of the site and surrounding areas. Be sure to review the Urban Village Narrative for Green Mountain PRD. Staff will be reviewing this document for compliance.
3. Building height, setback and lot coverage requirements are found in Exhibit F of the Green Mountain Mixed Use Master Plan Development Agreement, specifically the density and

dimension standards listed under the 'A Pods' are applicable. The maximum allowable density is 24 dwelling units per acre.

- The minimum rear yard setbacks for alley accessed garages is either 3' or 18'.
- If front loaded, 20-ft. deep for driveway apron.
- Franchise utilities to be located in front or side yard easements abutting right of way.

4. Below are preliminary review comments of the plat:
   a. Show building envelopes
   b. Lots 136, 182 and 183 side lot line shall be at right angles (CMC 17.09.030.D.2)
   c. Vehicular access is not allowed off of N Boxwood Street
   d. Lots 137-172, and 104-108 are double frontage lots (street frontage along 2 opposite lines), which require landscaping buffering requirements along the major road.
   e. If any of these lots are alley loaded (with the front door on the opposite side of the house from the garage), then the landscape buffering requirements are not applicable, but these lots must provide pedestrian access to the street and shown on the plans.
   f. Lots 125-136 are front loaded per the Narrative. If lots 137-142 are alley loaded, lots 125-136 cannot face the back of those alley loads.
   g. Lots 6-25 shall be consistent with the fencing and landscape buffer requirements along the lots abutting NE Ingle Road in the Thrive development to the north.
5. Provide the additional plans at application submittal:
   a. A plan identifying the different housing typologies and location of front façade of the building shall be provided at application submittal.
   b. A parking plan showing all off-street and on-street parking is required at application submittal.
   c. A plan showing driveway locations to ensure there is no impact to the street tree and lighting requirements. Per the Street Details, the driveway throat width shall not exceed 40% of the total lot frontage, a shared driveway throat is preferred in this situation.
   d. Provide Phasing Plan if proposed.
   e. A plan showing the location and height of proposed retaining walls. Provide cross sections of retaining walls over 4-feet in height.

Design Review (major)

Design Review is subject to all new developments in multifamily zones. The standards applicable to this property for Design Review may be found in the Design Review Manual to include the *Standard Principles & Guidelines* in addition to the *Specific Principles & Guidelines* for Multi-Family Uses and Gateways & Corridors, which are subject to review of the Design Review Committee.

A submittal for design review should include a narrative, site plan drawing, a detailed landscape plan, exterior elevation, building materials and colors, lighting specs and plan, and sign plan (optional). A final design review decision may be consolidated and issued with the Preliminary Plat decision.

Landscaping Regulations

Landscaping shall comply with the applicable standards in CMC 18.13.050 and 18.13.060. As such, a landscape plan must be submitted pursuant to the applicable landscape standards. 10% of landscaping is required per CMC 18.13.050. CMC 17.19.030.F.1 also requires one tree per dwelling unit.

Trail
A trail is required as shown and conditioned on the approved Green Mountain Urban Village Short Plat Decision (city file no. SP20-01).

Parking Regulations
The proposed use will need to meet the automobile parking requirements pursuant to CMC Chapter 18.11. The number of off-street parking spaces is calculated based on the table at CMC 18.11.130 Standards. Per CMC 18.11.020.D, small car parking spaces are allowed at a maximum of 30% of the parking lot and can be as small as 8' wide by 15' deep.

SEPA
SEPA was issued with the Green Mountain PRD (SEPA14-21) and the Urban Village Short Plat (SEPA20-06), which included the proposed parcels for development. Therefore, SEPA is not required for this proposal.

Archaeological Review
Need to comply with the conditions of the archaeological permit issued with the PRD.

ENGINEERING DIVISION ANITA ASHTON aashton@cityofcamas.us (360) 817-7231
AHMED YANKA ayanka@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. ***Final engineering civil site improvement plans are not to be submitted until after Planning issues the land-use decision.***
3. CDev Engineering Dept. is responsible for plan review (PR) and construction inspection (CI) of the civil site improvements outside of building footprints.
4. 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 prior to or with submittal of plans for first review.
        i. The first review submittal shall consist of two (2) full sizes sets, one (1) half size set, an electronic submittal of the engineering plans and one (1) electronic version of the final stormwater report (TIR).
    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 construction plan approval.
5. *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.*
6. *Final acceptance is issued by the Community Development Engineering Dept.*
7. If applicable, 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).
8. 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.

9. Work within the city right-of-way (ROW) will require submittal and approval of a traffic control plan (TCP), prior to the start of any work.
10. Regulations for installation of public improvements, improvement agreements, bonding, final platting, and final acceptance can be found at CMC 17.21.
11. 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. An update to the original transportation impact analysis (TIA) for Green Mountain PRD Master Plan, will be required in accordance with the City's adopted Traffic Impact Study Guidelines.
2. Developments generating 700 VPD or more on internal roads shall be required to provide for a Neighborhood Traffic Management Plan (NTM) in accordance with the CDSM.
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. A traffic circulation plan showing on-site ingress and egress for each Lot, per CMC 17.19.040 (B.10.a).
    d. Address movement conflicts with existing nearby intersections; and
    e. Potential left-turn lanes at proposed access location off future N 'A' Street and N 'B' Street
    f. A left-turn pocket will be required on N Boxwood Street.
    g. Provide trip AM and PM Peak distribution to and from the site.
4. Intersections to be analyzed will be based on trip distribution.
5. Camas requires offsite intersections to be analyzed based on the trip distribution out to a threshold of 20 new trips per intersection.
6. The City of Vancouver requires trip distributions to the following proportionate share intersections:
    a. NE 13th Street and NW Goodwin Road
    b. NE 192nd Avenue and NE 13th Street
    c. NE 192nd Avenue and SR 14 ramps
    d. Additional proportionate share intersections may be required after COV's review of the preliminary TIA.
7. The preliminary TIA will also be reviewed by City of Vancouver and Clark County traffic engineers.

Streets:

1. The proposed development is bordered by two existing streets: NE Ingle Road along the west side and N Boxwood Street along the northeast side.
2. Future streets A and B have been assigned street names by the Building Official. The land-use application, preliminary utility, and site improvement plans are to use the correct street names:
    a. Street A is renamed as 'N 87th Avenue'.
    b. Street B is renamed as 'N Huerta Drive'.
3. Approved future streets are to be assigned street names by the Building Official.

NE Ingle Road:

1. NE Ingle Road is designated as an existing unimproved 2-lane collector along the frontage of the proposed development, future SFR Lots 6 to 25 and future Lot 1, and as such:

a. NE Ingle Road frontage improvements will include right-of-way dedication and half-width street improvements from the existing centerline, including full depth street section, curb & gutter, sidewalks, landscaping, and street lighting, per CMC 17.19.040.
b. Provisions for a left-turn pocket onto proposed N A Street, aka N 87th Avenue, is required.

Access Spacing Standards:

c. Access spacing standards on a collector are a minimum of 330-feet and a maximum of 600-feet.
d. The proposed access onto future N A Street, aka N 87th Avenue, is located approximately 900-feet north of the intersection of NE Ingle Road & NE 28th Street. While the proposed access location exceeds the maximum spacing requirements, the City Engineer is in support of a deviation from the access spacing standards.
e. Uniform fencing and landscaping, per CSDM Detail STS4, is required along NE Ingle Road.

NE 28th Street:

1. NE 28th Street is designated as an existing unimproved 2-lane arterial along the frontage of the proposed development, future Tract C, Tract B, and Tract D and as such:
    a. NE 28th Street frontage improvements will include right-of-way dedication and half-width street improvements from the existing centerline, including full depth street section, curb & gutter, sidewalks, landscaping, and street lighting, per CMC 17.19.040.
    b. Provisions for a left-turn pocket onto proposed N B Street, aka N Huerta Drive, is required.

    Access Spacing Standards:

    f. Access spacing standards on a collector are a minimum of 660-feet and a maximum of 1,000-feet.
    g. The proposed access onto future N B Street, aka N Huerta Drive, is located approximately 660-feet east of the intersection of NE Ingle Road & NE 28th Street.

N 89th Avenue (constructed with Thrive at GM):

1. The north half of N 89th Avenue was constructed with the Thrive at GM development.
2. The applicant will be required to dedicate sufficient right-of-way, and which includes full depth street section, curb & gutter, sidewalk, landscaping, and street lighting, per CMC 17.19.040.
3. The access off future N 89th Avenue is to be aligned with future N Dogwood Street located on Thrive at GM (aka GMPRD Pod B1).
4. The applicant shall provide ADA compliant pedestrian access throughout the site and out onto NE Ingle Road, N Boxwood Street, future N 87th Avenue and future N Huerta Drive.
    a. To provide ADA compliant pedestrian ramps careful evaluation of street profile grades and site grading will be required.

Future N A Street (aka N 87th Avenue):

1. Future N A Street, aka N 87th Avenue, will operate as a local road and as such per CDSM, Section III, Design Standards, Table 3 - Access Spacing Standards, Roadways Classified as a Local Road apply.
2. Minimum access spacing on a local road is 110-feet with a maximum access spacing of 600-feet.
    a. The applicant's site plan shows the proposed access to:
        i. Tract F (N Fawn Street) off future N A Street, aka N 87th Avenue, is shown to be approximately 200-feet east of the intersection of N 87th Avenue and NE Ingle Road; and
        ii. Future N Eagle Street to be approximately 400-feet further east of the intersection of future N A Street, aka N 87th Avenue, and NE Ingle Road.

iii. Both proposed intersection spacings meet the Table 3 requirements f.

3. Proposed N A Street, aka N 87th Avenue, improvements will include a minimum 60-foot right-of-way dedication, minimum 36-foot paved surface, curb & gutter, sidewalks, landscaping on both sides of the road, and street lighting, per CMC 17.19.040.

Future N B Street (aka N Huerta Drive):

1. Future N B Street, aka N Huerta Drive, will operate as a collector and as such per CDSM, Section III, Design Standards, Table 2 – General Guidelines for a Public Road will apply:
    a. Future N B Street, aka N Huerta Drive, improvements will include a minimum 60-foot right-of-way dedication, 36-foot paved surface, a full-depth street section, curb & gutter, 6-foot sidewalks on both sides, landscaping planters on both sides, a 5-foot bike lane, and street lighting.
    b. The applicant will be required to construct the half-width improvements along the frontage of the proposed development, with a minimum 24-foot paved surface if the N B Street, aka Huerta Drive, improvements have not been constructed.
2. Future B Street, aka N Huerta Drive, will operate as a collector and as such per CDSM, Section III, Design Standards, Table 3 – Access Spacing Standards, Roadways Classified as a Collector.
    a. Minimum access spacing on a collector is 330-feet with a maximum access spacing of 600-feet.
    b. Future N A Street, aka N 87th Avenue, is approximately 400-feet from the intersection of N Goodwin Road and future N B Street, aka N Huerta Drive.
    c. Future N Alder Street is located approximately 190-feet south of the intersection of N Boxwood Street and future N B Street, aka N Huerta Drive.
        i. Proposed N. Alder Street does not meet minimum access spacing on a collector and is not supported by Staff.

Proposed N Fawn Street:

1. Proposed N Fawn Street is shown to be a private street that is approximately 450-feet in length as measured from the centerline of future N 87th Avenue, with access to 41 dwelling units (DU).
2. Proposed N Fawn Street will operate as a local private road and as such per CDSM, Section III, Design Standards, Table 1, Section D – Guidelines for Geometry for a Private Road will apply:
    a. Private streets with access to 5 or more dwelling units (DU) and greater than 300-feet in length, require a minimum 48-foot-wide Tract, 28-foot paved surface, 35-foot cul-de-sac, 5-foot sidewalks and 4.5-foot planter strips on both sides, and street lighting.
    b. Per Table 1, Note 3 roads in excess of 150-feet from the centerline of the adjacent street require a dead-end turn around (aka cul-de-sac).
3. Per CMC 17.19.04.A.4 Private streets cannot connect to more than one public street unless it is an alley.
    a. Proposed N Fawn Street (private) is shown as connecting to existing N Fawn Street (private) and future N A Street, aka N 87th Avenue (public).
    b. The existing N Fawn Street connects to N Eaglet Street (public).
    c. The proposed extension of future N Fawn Street to future N A Street, aka future N 87th Avenue (public), would result in a private road connecting to two public roads, which does not meet private road standards and would not be supported by the city engineer.
4. Per CMC 17.19.040.B.10.b.iii When cul-de-sac 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.

Proposed N Eaglet (not Eagle) Street and Proposed N Dogwood Street Extension:

1. Both roads are proposed as extensions of the existing local public roads and will consist of 52-foot-wide ROW dedication, 28-foot paved surface, sidewalks and planter strips on both sides, and on-street parking permitted on one-side only.
2. Parking on both sides would require a 60-foot-wide ROW, 35-foot paved surface, sidewalks, and landscape strips on both sides, and approval from the city engineer.
3. The proposed private parking spaces, Tract G and Tract H, are required to meet the minimum intersection and driveway setbacks from roads classified as local and collector, per CDSM, Section III, Design Standards, Table 3 – Access Spacing Standards.

Proposed N Eaglet Street Extension:

1. Future N A Street, aka N 87th Avenue, will operate as a local road and as such per CDSM, Section III, Design Standards, Table 3 - Access Spacing Standards, Roadways Classified as a Local Road apply.
2. Minimum access spacing on a local road is 110-feet with a maximum access spacing of 600-feet.
    a. The applicant's site plan shows the proposed access to:
        i. Future N Eagle Street to be approximately 400-feet further east of the intersection of future N A Street, aka N 87th Avenue, and NE Ingle Road.
        ii. The proposed intersection spacings meet the Table 3 requirements f.

Proposed N Dogwood Extension:

1. Future B Street, aka N Huerta Drive, will operate as a collector and as such per CDSM, Section III, Design Standards, Table 3 – Access Spacing Standards, Roadways Classified as a Collector.
    a. Minimum access spacing on a collector is 330-feet with a maximum access spacing of 600-feet.
    b. Future N A Street, aka N 87th Avenue, is approximately 400-feet from the intersection of N Goodwin Road and future N B Street, aka N Huerta Drive.
    c. Proposed N Dogwood Street is located:
        i. Approximately 150-feet north of the intersection of future A Street, aka N 87th Avenue and future B Street, aka N Huerta Drive; and
        ii. Approximately 350-feet south of the of the intersection of N Boxwood Street and future N B Street, aka N Huerta Drive.
        ii. As proposed N Boxwood Street does not meet minimum access spacing standard from future N A Street, aka N 87th Avenue, and is not supported by Staff.

Proposed N Cottonwood Street:

1. Proposed N Cottonwood Street is shown to be a private street that is approximately 450-feet in length as measured from the centerline of N 89th Avenue to N Dogwood Street, with access to 30 dwelling units (DU).
2. As proposed, N Cottonwood Street does not meet the minimum private street requirements.
3. Per CDSM, Section III, Design Standards, Table 1, Section D – Guidelines for Geometry for a Private Road will apply:
    a. Private streets with access to 5 or more dwelling units (DU) and greater than 300-feet in length, require a minimum 48-foot-wide Tract, 28-foot paved surface, 35-foot cul-de-sac, 5-foot sidewalks and 4.5-foot planter strips on both sides, and street lighting.
    b. Per Table 1, Note 3 roads in excess of 150-feet from the centerline of the adjacent street require a dead-end turn around (aka cul-de-sac).

4. Per CMC 17.19.04.A.4 Private streets cannot connect to more than one public street unless it is an alley.
    a. Proposed N Cottonwood Street is shown as connecting to existing N 89th Avenue and future N Dogwood Street. This would result in a private road connecting to two public roads, which does not meet private road standards and would not be supported by the city engineer.
5. Per CMC 17.19.040.B.10.b.iii When cul-de-sac 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.

Proposed N Alder Street:

1. Proposed N Alder Street is shown to be a private street that is approximately 450-feet in length as measured from the centerline of future N Huerta Drive with access to 35 dwelling units (DU), via two additional private street shown as proposed N 87th Avenue and proposed N 86th Avenue.
2. Per CDSM, Section III, Design Standards, Table 3 Access Spacing Standards, the minimum access spacing on a collector is 330-feet with a maximum of 600-feet.
    a. The proposed location is shown as approximately 200-feet from the intersection of N Boxwood Street and future N Huerta Drive, which does not meet the minimum access spacing standards and would not be supported by the city engineer.
    b. Additionally, proposed N Alder Street is shown to be located on future commercial Lot 4, which is also not supported by the city engineer.
    c. Access to the proposed Lots 158 through 192 would be required from N Boxwood Street.
3. Proposed N Alder Street will operate as a local private road and as such per CDSM, Section III, Design Standards, Table 1, Section D – Guidelines for Geometry for a Private Road will apply:
    a. Private streets with access to 5 or more dwelling units (DU) and greater than 300-feet in length, require a minimum 48-foot-wide Tract, 28-foot paved surface, 35-foot cul-de-sac, 5-foot sidewalks and 4.5-foot planter strips on both sides, and street lighting.
    b. Per Table 1, Note 3 roads in excess of 150-feet from the centerline of the adjacent street require a dead-end turn around.
4. Per CMC 17.19.04.A.4 Private streets cannot connect to more than one public street unless it is an alley.
5. Per CMC 17.19.040.B.10.b.iii When cul-de-sac 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.

Stormwater:

1. The combined two parcels (numbered 172559000 and 986037656) are approximately 35 acres.
2. A preliminary stormwater report/memo (TIR) is to be submitted with the land-use application.
3. The stormwater facilities on Tract A and Tract B are addressed in the TIR that was submitted with the Urban Village Short Plat (UVSP).
4. The Department of Ecology (DOE) has issued an updated Stormwater Management Manual for Western Washington that becomes effective on August 1, 2024.
    a. Stormwater requirements are not vested.
    b. The preliminary stormwater report/memo submitted with the proposed application is to verify that the assumptions in the original TIR for the Urban Village Short Plat are applicable to the proposed development and meet the requirements for treatment and

detention in accordance with the latest edition of Ecology's *Stormwater Management Manual for Western Washington* (currently 2024 SWMMWW).

c. Per *CMC 14.02 Stormwater Control*, stormwater treatment and detention shall be designed in accordance with the latest edition of Ecology's *Stormwater Management Manual for Western Washington* (2024 SWMMWW).

d. Tract A is sized for treatment and detention for UVSP Lots 1 and 2.

e. Tract B is sized for treatment and detention of UVSP Lot 7.

5. The proposed stormwater facilities, which are located on Tract A and future stormwater Tracts B of Green Mountain PRD Urban Village SP.
6. The Tract A stormwater facility was constructed with the Thrive at GM (aka GMPRD Pod B1).
7. The Tract B stormwater facility is to be constructed in advance of the proposed development.
    a. Maintenance of stormwater facilities tracts will be the responsibility of the owner/HOA per *CMC 17.19.040.C.3.*
    b. A right-of-entry, for purposes of inspection, is granted to the City and is to be included as a note on the civil site improvement plans.
8. On-site private stormwater easements, if applicable, are to be shown on the construction drawings.
9. Provisions are to be provided for roof downspout controls. Stormwater from downspouts is <u>not</u> to be directed onto adjoining parcels or lots. Reference Ecology's latest edition of the SWMMWW (2024) for roof downspout controls and CMC 14.02 and 17.19.040.C.

Stormwater Conveyance Systems:

10. The applicants will be required to extend the stormwater conveyance system from NE Ingle Road through future N 87th Avenue. The conveyance system improvements will include manholes, catch basins, treatment vaults, and storm laterals to each single-family townhome lots along with stubs to future commercial and mixed-use lots.
11. The applicants will be required to extend the stormwater conveyance system through future N Huerta Drive through future N Huerta Drive to the Tract B Storm Facility. The conveyance system improvement will include manholes, catch basins, treatment vaults, and storm laterals to each single-family townhome lots along with stubs to future commercial and mixed-use lots.

<u>Erosion Control</u>

1. The proposed development is over one acre in size (35 Acres).
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.

<u>Water:</u>

1. There is an existing 12-inch ductile iron water main located on the east side of NE Ingle Road.
    a. The applicants will be required to extend the water main from the existing water stub off NE Ingle Road through future N 87th Avenue to the intersection with future N Huerta

Drive, and to provide water services to each single-family townhome lots along with future commercial and mixed-use lots.

2. There is an existing 18-inch ductile iron water main located on the east/north side of N Boxwood Street with an 18-inch by 8-inch tee stubbed to the western/southern right-of-way of N Boxwood Street at the approximate location of future N Huerta Drive.
    a. The applicants for will be required to extend the water main from NE 28th Street through future N Huerta Drive, tie into the existing water stub off NE Boxwood Street, and to provide water services to each single-family townhome lots along with future commercial and mixed-use lots.
3. The water mains are to be installed in conjunction with the required street improvements on N 87th Avenue and on N Huerta Drive.
4. The applicant will be required to extend the on-site water main north to tie into the water main from GM PRD Pod B1.
5. The applicant will be required to demonstrate that there is adequate water pressure to meet fire flow requirements for the development.
6. The applicant will be required to provide a separate water service and water meter to each single-family townhome lots within this development.
7. A water sampling station will be required for this development.
8. A separate irrigation service with meter and backflow prevention device will be required for the single-gamily townhomes proposed development.
9. The fire main is to be shown on the civil water plans, for informational purposes only.
    a. A separate fire permit is required for the NFPA fire main, which is permitted thru the Fire Marshal's (FM) office. Contact the FM for submittal and permitting requirements.
10. A minimum 10-foot separation shall be maintained between water and sanitary sewer lines when located within the public right-of-way.
11. Public utilities within the right-of-way shall be located per General Detail G9 Standard Utility Locations.
12. Surface restoration on NE Ingle Road, NE 28th Street, and N Boxwood Street shall be in accordance with *CDSM*, General Detail G2A.
    a. Based on surfaces conditions at time of construction, the site Inspector may extend the limits of restoration.
13. The proposed development is subject to Water Latecomers, per AFN 5584549, if this development ties into the utilities on NE 28th Street.

<u>Sanitary Sewer:</u>

1. There is an existing 10-inch PCV gravity sewer main located on the west side of NE Ingle Road.
    a. The applicant will be required to extend the sanitary sewer main from the stub off NE Ingle Road through future N 87th Avenue to the intersection with future N Huerta Drive and to provide sanitary sewer laterals to each of the proposed single-family townhome lots along with stubs for future commercial and mixed-use lots.
2. There is an existing 8-inch PVC gravity sewer main located on the north side of NE 28th Street.
    a. The applicant will be required to extend the sanitary sewer main from NE 28th Street north through future N Huerta Drive, and to provide sanitary sewer laterals to each single-family townhome lots and future stubs to commercial and mixed-use lots.
3. The applicant will be required to provide an on-site sewer main, minimum 6-inch, with laterals to each of the proposed single-family townhome lots along with stubs for future commercial and mixed-use lots.

4. The applicant is to verify that there is sufficient capacity at the Goodwin Road sewer pump station to accommodate the proposed development.
5. The sewer main is to be installed in conjunction with the required half-width street improvements.
6. A minimum 10-foot separation shall be maintained between water and sanitary sewer lines when located within the public right-of-way.
7. Public utilities within the right-of-way shall be located per General Detail G9 Standard Utility Locations.
8. Surface restoration on NE Ingle Road, NE 28th Street, and N Boxwood Street shall be in accordance with *CDSM*, General Detail G2A.
    a. Based on surfaces conditions at time of construction, the site Inspector may extend the limits of restoration.
9. The proposed development is subject to Sewer Latecomers, per AFN 5584549, if this development ties into the utilities on NE 28th Street.

Garbage and Recycling:

1. Locations of garbage and recycling receptacles on public streets are to be located at the right-of-way in front of each dwelling unit.
2. Access to garbage and recycling receptacles on private streets shall meet the requirements paved surface widths of the applicable providers.
3. Rear loaded dwelling units that require garbage and recycling receptacles to be picked up from an alley in lieu of a street frontage, are to be a minimum of 26-feet of paved surface width.

Parks/Trails:

1. The 2014 Parks, Recreation, and Open Space (PROS) Plan indicates that there is a proposed regional trail system to be constructed as part of the Green Mountain PRD.
2. The applicant will be required to construct pedestrian access throughout the proposed development, connecting to future N 87th Avenue, future GM PRD Pod B1, NE Boxwood Street, and NE Ingle Road.
3. The city will work with the applicant to determine the best location.

Impact Fees & System Development Charges (SDCs):

1. This development is located in the North 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 2024 (North District):

Single Family:

1. Traffic Impact Fees (TIF) - $10, 372.00
2. School Impact Fees (SIF) (Evergreen) – $3,753.39
3. Park/Open Space (PIF) – $5,853.00
4. Fire (FIF) - $0.69 psf

Duplex/Townhome per Dwelling Unit (DU):

1. Traffic Impact Fees (TIF) - $6,391.00
2. School Impact Fees (SIF) (Evergreen) – $3,753.39
3. Park/Open Space (PIF) – $5,853.00

4. Fire (FIF) - $0.37 psf

System Development Charges (SDCs) – 2024 Charges:

1. Water –
    a. 3/4” meter - $9,056.00 + $450.00 connection fee
    b. 1” meter - $15,093.00 + $502.00 connection fee
2. Sewer – Residential
    a. Residential - $7,184.00

FIRE DEPARTMENT **RON SCHUMACHER (360) 834-6191 rschumacher@cityofcamas.us**

No building or structure regulated by the building and/or fire code shall be erected, constructed, enlarged, altered, repaired, moved, converted or demolished unless a separate permit for each building or structure has first been obtained from the CWFMO Camas Municipal Code 15.04.030.D.12.a

Any inadvertent omission or failure to site or include any applicable codes or code language by the Fire Marshals office or the City shall not be considered a waiver by the applicant.

1) Private streets require an obstructed parking emergency access plan. A tow service is the practical method to accomplish this. The lack of parking in this development, knowing that homeowners typically own multiple cars, have guest or family events etc. creates the situation where cars will be parked causing emergency access obstructions.
2) Residential Fire Sprinklers are required in all new dwellings. Please provide clarification on the.
3) A 2-inch water supply from the potable meter into the house is required, OR sized by design per the fire sprinkler contractor.
4) If required Private Fire Hydrants shall be painted red direct from the factory.
5) Address considerations on dwellings shall be at a height that a parked vehicle will not obstruct. Address numbers shall be clearly readable and visible from the street traveling either direction.
6) Please do not hesitate to contact the FMO if you have any questions. 360-834-6191 or FMO@cityofcamas.us

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BUILDING DIVISION **BRIAN SMITH (360) 817-7243 bsmith@cityofcamas.us**

The building department has no comments.

COMMUNITY DEVELOPMENT DEPARTMENT
616 NE 4th Avenue
Camas, WA 98607
www.ci.camas.wa.us

October 8, 2025

Michael Andreotti
AKS Engineering & Forestry, LLC
9600 NE 126th Ave, Suite 2520
Vancouver, WA 98682

RE: Lacamas Village (SUB25-1007) technically complete letter

Dear Mr. Andreotti,

The purpose of this letter is to inform you that the above application submitted on July 14, 2025, and resubmitted September 26, 2025, has been **deemed complete** in accordance with the Camas Municipal Code (CMC) Section 18.55.130. Staff will begin reviewing the application and contact you with review comments and/or questions. Meanwhile, below are some preliminary review comments:

4. CMC 17.11.030.B.6.d: Names, locations, widths and dimensions of existing and proposed public street ROW, easements, private access easements, parks and other open spaces, reservations and utilities.

- Preliminary plat has a note stating that the Stage 2 and Stage 3 plans are either under construction or approved. These references are to be revised:
  - Stage 2 plans are under construction.
  - Stage 3 plans have not been approved. The Stage 3 plans will not be reviewed or approved prior to the decision issued for SUB25-1007.
- N Fawn Loop does not meet the minimum design standards for a private road.
  - Planter strips and detached sidewalks are required on both sides of the road.
  - Full height curb and gutter are required on both sides of the road.
  - Staff is not in support of the rolled curb on the N Fawn Loop.

CMC 17.11.030.B.6.n: Description, location and size of existing and proposed utilities, storm drainage facilities and roads to serve the lots.

- References to all the Stage 3 improvements are to be revised to state that these improvements are not under construction or existing.

CMC 17.11.030.B.6.o: Location of all existing fire hydrants within five hundred feet of the proposal.

- Revise references to existing fire hydrants in Stage 3 on the preliminary plans as these plans have not been approved nor constructed.

5. CMC 17.11.030.B.8: Preliminary stormwater plan and preliminary stormwater technical information report (TIR).

- The Existing Stormwater Facility Summary on page 1 states that the Tract B storm facility is existing. However, at the time of the land-use application, the Tract B storm facility did not have approved plans. Tract B aka Stage 2 plans were approved, and the pre-con was held in September 2025.
  - Lot 7 discharges to Tract B stormwater facility which has not been constructed.

· The Conclusion on page 3 of the revised Preliminary TIR (PTIR) dated September 26, 2025, states that the storm facility on Tract A and the future Storm Facility on Tract B have been verified to meet Ecology's 2024 SWMMWW requirements for treatment and detention.

Do not hesitate to reach out should you have any questions.

Respectfully,

Lauren Hollenbeck

Lauren Hollenbeck, Senior Planner

COMMUNITY DEVELOPMENT DEPARTMENT
616 NE 4th Avenue
Camas, WA 98607
www.ci.camas.wa.us

August 8, 2025

Michael Andreotti
AKS Engineering & Forestry, LLC
9600 NE 126th Ave, Suite 2520
Vancouver, WA 98682

RE: Lacamas Village (SUB25-1007)

Dear Mr. Andreotti,

Thank you for your application submittal for the Lacamas Village subdivision. There are items that remain to be addressed with your application. The purpose of this letter is to inform you that the above application submitted on July 14, 2025, 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:

1. The following shall be submitted per the pre-application notes:
    a. Submit three (3) full size paper copies of the site plan drawings per 18.55.110.5.
    b. Submit a plan identifying the different housing typologies and location of the front façade of the building.
    c. Submit a parking plan showing all off-street and on-street parking.
    d. The application submittal proposing phasing. Therefore, submit a phasing plan per CMC 17.11.040.
    e. Submit a plan showing the location and height of proposed retaining walls and cross-section of retaining walls over 4-feet in height per CMC 17.11.030.B.6.p.
2. A certificate with the seal of and signature of the surveyor responsible for the survey and preliminary plat in accordance with RCW 58.09.080 per CMC 17.01.050.A.6.
3. Per CMC 17.11.030.B.5, requires a survey of existing trees. Provide the existing tree survey and preservation plan for Green Mountain PRD.
4. Per CMC 17.11.030.B.6(a-p), the following shall be included on the site and development plans:
    b. The names of property owners of adjacent land-
        - Thrive at GM information needs to be included on the preliminary plat plans.
    d. Names, locations, widths and dimensions of existing and proposed public street ROW, easements, private access easements, parks and other open spaces, reservations and utilities-
        - Preliminary plats show public streets and ROW that have not been approved or constructed.
    n. Description, location and size of existing and proposed utilities, storm drainage facilities and roads to serve the lots.
        - Sizes, locations, and description of existing utilities are shown on the preliminary utility plans, however these utilities have not been approved or constructed.

- Sizes of proposed utilities; water, sewer, and stormwater are not included on the preliminary utility plans.

o. Location of all existing fire hydrants within 500 feet of the proposal
   - Existing fire hydrants shown on the preliminary plans have not been approved or constructed.

5. CMC 17.11.030.B.8: Preliminary stormwater plan and preliminary stormwater technical information report (TIR).
   - The applicant's Preliminary TIR (PTIR) references the original TIR dated August 25, 2020. Stormwater is not vested.
   - Per the pre-app notes dated June 20, 2024, the applicant is to verify that the assumptions in the original TIR are applicable to the proposed development and meet the requirements for treatment and detention stormwater facilities in accordance with Ecology's latest 2024 SWMMWW.
   - Lots 1 and 2 discharge to the Tract A stormwater facility which was constructed in 2023.
   - Lot 7 discharges to Tract B stormwater facility which has not been constructed.
   - An updated PTIR is to be resubmitted addressing the 2024 SWMMWW requirements as noted in the PA24-13 pre-app notes.
   - The PTIR is to be resubmitted with the City of Camas Stormwater Sewer System O&M Manual.
6. Per CMC 17.11.030.B.14, provide an engineer's estimate of costs for site improvements, both public and private.

Other preliminary project issues noted by staff to be addressed but are not completeness review items:

7. Preliminary plat plans:
   - Preliminary plats show proposed private streets connecting two public roads which is not permitted per CMC 17.19.040.A.4 unless the private road is an alley.
   - The private streets labeled 'alleys' are to provide rear loaded access off the alleys only.
   - Lots 60 & 61 should have a shared driveway located as far from N Boxwood Street as feasible.
   - Lots 160 & 159 should have a shared driveway located as far from N Boxwood Street as feasible.
   - Tract G is a private street, not an alley.
   - The preliminary utility plans reference stormwater draining to a storm facility that has not been constructed.
8. Preliminary TIS Memo:
   - In addition to the NE 192nd Ave. & NE 13th Street proportionate share PM peak hour trips, the following intersections are to be evaluated for PM peak hour trips:

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		
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**

- Additional comments may be provided by Clark County after review of the TIS Memo.

Once the application is deemed complete, the City will begin its review of the project application and provide subsequent review comments. If you have any questions, please contact me at lhollenbeck@cityofcamas.us.

Respectfully,

Lauren Hollenbeck

Lauren Hollenbeck
Senior Planner

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

Proceed with caution: This email hails from an external source. Unverified emails may lead to phishing attacks or malware infiltration. Always exercise due diligence.

Michael,
See city staff's responses below,

Lauren Hollenbeck, Senior Planner
Community Development Department
Desk 360-817-7253
Cell 360-954-6618
www.cityofcamas.us | lhollenbeck@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: Michael Andreotti <andreottim@aks-eng.com>
Sent: Thursday, September 4, 2025 8:53 AM
To: Lauren Hollenbeck <LHollenbeck@cityofcamas.us>; Anita Ashton <AAshton@cityofcamas.us>
Cc: Robert Maul <RMaul@cityofcamas.us>; Terry Wollam <terry@wollamassociates.com>; Kurt Stonex <kfstonex@gmail.com>
Subject: Lacamas Village (Sub25-1007) Incompleteness Letter

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Lauren and Anita –

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

Item 1:

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

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

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

Item 2:

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

Item 3:

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

Item 4:

- For item 4.b, these will be added to the plans.

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

Item 5:

- An update TIR will be provided

Item 6:

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

Item 7:

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

have direct access to Alley 4.

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

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

Item 8: Not a TC item but will be addressed during staff review.

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

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

Thanks,

Michael Andreotti, RLA
Land Use Planner

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
Oregon: Bend, Keizer, The Dalles, Tualatin
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PROPOSED DEVELOPMENT

Lacamas Village

12.70 Acres
160 Lot Subdivision

FOR MORE INFORMATION: Lauren Hollenbeck, City of Camas (360) 817-7253

PUBLIC HEARING REQUIRED:
February 11, 2026 at 4:00 p.m.

PERMITS: Type III Subdivision



APPLICANT: Wollam & Associates
CONTACT NO: (360) 798-5820

8. Mailing Labels

Owner Name	Mailing Address
AE GREEN MOUNTAIN LLC	13001 S 48TH ST, PAPILLION, NE, 68133
BAHU MARWAN A	212 SOWING OAK DR, SAN MARCOS, TX, 78666
BROCK MATTHEW & BROCK HOLLY AMBER WALKINGTON	8781 N OTTER CIR, CAMAS, WA, 98607
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In re: Lacamas Village

) NO. SUB25-1007
)
) AFFIDAVIT OF MAILING
)
)
)
)
)
Respondent.)

STATE OF WASHINGTON)
) ss.
CLARK COUNTY)

I, Carey Certo, on oath says:

I, Carey Certo, on October 22, 2025, I directed a true and correct copy of the Notice of Application 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 23rd day of October, 2025.

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: 10/1/28

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PAPILLION, NE 68133

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AE GREEN MOUNTAIN LLC
13001 S 48TH ST
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THRIVE AT GREEN MOUNTAIN HOA
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THRIVE AT GREEN MOUNTAIN HOA
13001 S 48TH ST
PAPILLION, NE 68113

FREESE THAD V & FREESE SALLY KAYE TRUSTEES
2521 NE GOODWIN RD
CAMAS, WA 98607

CITY OF CAMAS
616 NE 4TH AVE
CAMAS, WA 98607

NOTICE OF APPLICATION FOR LACAMAS VILLAGE SUBDIVISION

(File no. SUB25-1007)

NOTICE IS HEREBY GIVEN that an application for "Lacamas Village" a 160-lot single-family attached and detached residential subdivision requesting preliminary plat approval was received on July 14, 2025, resubmitted September 26, 2024, and was deemed technically complete on October 8, 2025. A public hearing is required for the development proposal and will be scheduled at a later date. A separate public notice for the public hearing will be mailed to all property owners within 300-feet of the subject development and published in the Post Record.

Location: The 12.70-acre site is zoned single-family residential (R-6) and multi-family residential (MF-10) in the City of Camas. The site is located east of NE Ingle Road and north of NE Goodwin Road in the NW ¼ of Section 20 and 21 Township 2 North, Range 3 East, Camas, WA, Parcel Numbers: 986037656, 986070973 & 986070970.

Application Materials: The application included the following: project narrative, pre-application notes, preliminary plat plans, traffic study, preliminary stormwater report and critical area report. Application materials are available for review from the Community Development Department during regular business hours Monday – Friday 8am-5pm.

Questions/Comments: For questions related to this application, please contact Lauren Hollenbeck, Senior Planner, at (360) 817-7253 or by email at communitydevelopment@cityofcamas.us.

Published in the Post Record on October 23, 2025 and posted on the City website
Mailed to property owners within 300-feet of the property on October 22, 2025

Publication no.1044040

VICINITY MAP



CONCEPTUAL SITE PLAN



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Publication no.1044040

VICINITY MAP



CONCEPTUAL SITE PLAN



Carey Certo

From: Jacob Cocks <jacobcocks@gmail.com>
Sent: Monday, November 3, 2025 11:43 PM
To: Community Development Email
Subject: Comment and Records Request – Lacamas Village Subdivision (File No. SUB25-1007)

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.

Hi Lauren and Camas Community Development team,

I am writing as a nearby homeowner (Lennar at Green Mountain) to express my strong opposition to the proposed *Lacamas Village Subdivision* (File No. SUB25-1007). Our property directly borders the open land where this development is proposed, and we are deeply worried about the impact it would have on our neighborhood and the surrounding natural environment.

We're very concerned about the impact 160 new homes would have on the local wildlife, trees, and peaceful open space that defines this part of Camas. We're also worried about stormwater runoff and traffic in an area that already feels stretched. The development of new homes and even rental properties in our neighborhood feels like it has reached its limit, and this new proposal is going after the only remaining space that prevents the area from feeling completely overcrowded and overdeveloped.

I respectfully request the following:

1. Digital copies (or a link) to the complete project file, including the plat maps, project narrative, traffic study, stormwater report, and critical area report.

2. Confirmation whether the proposed development area lies within or adjacent to any designated conservation area, wetland, or critical habitat, and whether a SEPA Environmental Review or Environmental Impact Statement (EIS) will be required.

3. Confirmation that I will be notified of the public hearing and any future meetings or decisions related to this application.

Thank you for your time, transparency, and commitment to community engagement on this important matter. Please confirm receipt of this message and include it in the official record of public comments for File No. SUB25-1007.

While I strongly oppose the project in its current form, I do support responsible and environmentally sensitive development that protects Camas's unique natural spaces and the quality of life for existing residents.

Sincerely,

Jacob & Brittany Cocks
6432 N 87th Ct
Camas, WA 98607

Outlook

Re: Comment and Records Request – Lacamas Village Subdivision (File No. SUB25-1007)

From Lauren Hollenbeck <LHollenbeck@cityofcamas.us>
Date Mon 11/10/2025 10:26 AM
To jacobcocks@gmail.com <jacobcocks@gmail.com>
Cc Carey Certo <CCerto@cityofcamas.us>

1 attachment (2 MB)
GMUV Short Plat.pdf;

Hi Jacob,
Thank you for your comments. In response to your item #2 below, the Lacamas Village subdivision project includes Lots 1, 2 and 7, and Tract E (a designated wetland area) of the Green Mountain Urban Village Short Plat (recording number 6275588), which is part of the Green Mountain Planned Residential Development Master Plan. Lots 1, 2 and 7 are zoned for High Density Residential per the Master Plan. The Green Mountain Urban Village Short Plat was approved in December 2020 and recorded in September 2025, which included environmental review of critical areas within and adjacent to the Short Plat. SEPA review was also completed with the Green Mountain Urban Village Short Plat review process including the entire Green Mountain Planned Residential Development Master Plan.

Respectfully,

Lauren Hollenbeck, Senior Planner
Community Development Department
Desk 360-817-7253
Cell 360-954-6618
www.cityofcamas.us |
lhollenbeck@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: Carey Certo <CCerto@cityofcamas.us>
Sent: Monday, November 10, 2025 8:28 AM
To: Lauren Hollenbeck <LHollenbeck@cityofcamas.us>
Subject: FW: Comment and Records Request – Lacamas Village Subdivision (File No. SUB25-1007)

Good Morning,

Can you respond to his questions below? I have highlighted them.

I will save his original email to public comments for this project.

Carey Certo
Senior Administrative Support Assistant
Community Development
Office: 360-817-1568 x 2
www.cityofcamas.us | ccerto@cityofcamas.us

The permit center is closed daily 12-1pm

The City of Camas has gone digital! Apply for permits online through our new Civic Access Portal at www.cityofcamas.us/permits.

From: Community Development Email
Sent: Monday, November 10, 2025 8:25 AM
To: Jacob Cocks <jacobcocks@gmail.com>
Subject: RE: Comment and Records Request – Lacamas Village Subdivision (File No. SUB25-1007)

Jacob,

In your initial email, bullet point 1, you ask for documents which is why I suggested you fill out a public records request.

1. Digital copies (or a link) to the complete project file, including the plat maps, project narrative, traffic study, stormwater report, and critical area report.

Please see my responses below to your other questions.

Carey

Carey Certo
Senior Administrative Support Assistant
Community Development
Office: 360-817-1568 x 2
www.cityofcamas.us | ccerto@cityofcamas.us

The permit center is closed daily 12-1pm

The City of Camas has gone digital! Apply for permits online through our new Civic Access Portal at www.cityofcamas.us/permits.

From: Jacob Cocks <jacobcocks@gmail.com>
Sent: Saturday, November 8, 2025 11:54 AM

To: Community Development Email <communitydevelopment@cityofcamas.us>
Subject: Re: Comment and Records Request – Lacamas Village Subdivision (File No. SUB25-1007)

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Hi Carey,

I appreciate the response and clarification. Just to confirm, we will need to submit a public records request to confirm whether the proposed development area is within/adjacent to any designated conservation area or critical habitat? And to confirm if there will be a SEPA environmental impact review and/or environmental impact statement? I have forwarded your questions to the planner assigned to this project.

Also, could you confirm that my comments will be included in the official record of public comments for this project?
Yes, your comments will be added to the public record.

Please let us know if there are any other avenues available for us to voice our concerns about this project.

Thanks,

Jacob & Brittany Cocks

> On Nov 4, 2025, at 8:33 AM, Community Development Email <communitydevelopment@cityofcamas.us> wrote:
>
> Hi Jacob & Brittany,
>
> I have received your email. For requests one and two stated below please fill out a public records request via this link:
> https://cityofcamas.justfoia.com/Forms/Launch/d705cbd6-1396-49b7-939e-8d86c5a87deb
>
> For request three, public notices, hearing notices and notices of decision are mailed to property owners within 300-feet of the project site, and you are within 300-ft of the project site.
>
> Thanks!
> Carey
>
> <image001.png>
>
> **Carey Certo**
> Senior Administrative Support Assistant
> Community Development
> Office: 360-817-1568 x 2
> www.cityofcamas.us | ccerto@cityofcamas.us

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Sent: Monday, November 3, 2025 11:43 PM
To: Community Development Email <communitydevelopment@cityofcamas.us>
Subject: Comment and Records Request – Lacamas Village Subdivision (File No. SUB25-1007)

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and the quality of life for existing residents.

Sincerely,

Jacob & Brittany Cocks
6432 N 87th Ct
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.

7. Title Report

stewart™ TITLE

Clark County Property Profile

Parcel #:	**172559000**
Ref Parcel #:	
Owner:	**Terrell & Assoc LLC Etal**
Co-owner:	Patrick Investments LLC
Site:	
	WA 98607
Mail:	17933 NW Evergreen Pl Ste 300
	Beaverton OR 97006
Zoning:	MF-10 Multifamily Residential-10 (Mf-10)
School Dist:	114 Evergreen
Census:	3013 040604
Land Use:	91 - Undeveloped Land
Legal:	#18 & #9 THOMAS FLETCHER DLC 31.66A M/L



ASSESSMENT INFORMATION

Market Total:	**$6,261,796.00**
Market Land:	**$6,261,796.00**
Market Impr:	
Assessed Total:	**$6,261,796.00**
Exemption:	
Taxes:	**$59,355.78**
Levy Code:	114067
Levy Rate:	9.0704

SALE & LOAN INFORMATION

Sale Date:	08/30/2024
Sale Amount:	
Document #:	
Deed Type:	Deed
Loan Amount:	
Lender:	
Loan Type:	
Interest Type:	
Title Co:	

PROPERTY CHARACTERISTICS

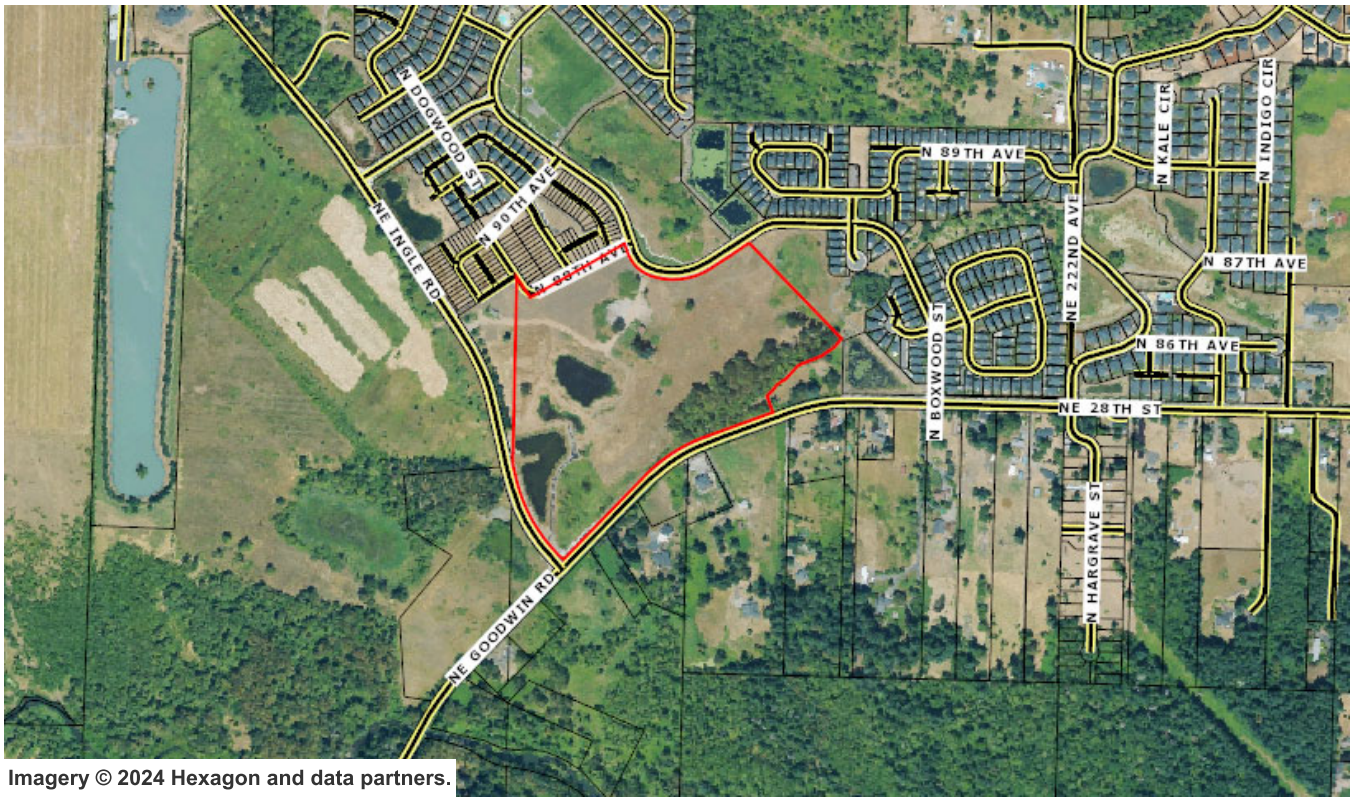
Parcel Type:	PRIME LAND
Year Built:	
Bedrooms:	
Bathrooms:	
Building Total:	
1st Floor:	
2nd Floor:	
AC:	
Bsmt Fin/Unfin:	/
Lot Size:	31.66 Acres (1,379,110 SqFt)
Lot Width/Depth:	813 / 813
Garage:	
Heat Source:	
Fireplace:	
Impr Type:	
Plat/Subdiv:	
Map:	539-A3
Waterfront:	
Watershed:	Washougal River
Recreation:	Parkview Green Mountain Park
Latitude:	45.643496
Longitude:	-122.452781

Sentry Dynamics, Inc. and its customers make no representations, warranties or conditions, express or implied, as to the accuracy or completeness of information contained in this report.

Clark County Property Profile

stewart TITLE

Parcel #	172559000	**Owner**	Terrell & Assoc LLC Etal Patrick Investments LLC
Ref Parcel		**Owner Address**	17933 NW Evergreen Pl Ste 300 Beaverton OR 97006
Site Address	WA 98607	**Market Total Value**	$6,261,796.00
Lot Size	31.66 Acres (1,379,110 SqFt)	**Assessed Total Value**	$6,261,796.00
Building Area		**Year Built**	
School District	Evergreen	**Sale Date**	08/30/2024
Zoning	MF-10 Multifamily Residential-10 (Mf-10)	**Sale Price**	
Bedrooms		**Subdivision**	
Bathrooms		**Land Use / Land Use Std**	91 - Undeveloped Land / 8000 - Vacant Land (General)
Legal	#18 & #9 THOMAS FLETCHER DLC 31.66A M/L		



Imagery © 2024 Hexagon and data partners.

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815009 - $10.00 - Stewart Title - Kristi Hilbert - 12/30/2019

5687318 D
Total Pages: 5 Rec Fee: $107.50
eRecorded in Clark County, WA 12/30/2019 03:23 PM
STEWART TITLE - VANCOUVER MAIN
SIMPLIFILE LC E-RECORDING

WHEN RECORDED RETURN TO:

John O'Neil
Metropolitan Land Group
17933 NW Evergreen Place, Suite 300
Beaverton, Oregon 97006

STATUTORY WARRANTY DEED

Grantor: GREEN MOUNTAIN LAND LLC, a Washington limited liability company

Grantee: (a) TERRELL & ASSOCIATES LLC, an Oregon limited liability company, as to an undivided 8.3571 percent interest; (b) PATRICK INVESTMENTS LLC an Oregon limited liability company, as to an undivided 11.1429 percent interest; (c) MJAJMJ, LLC, an Oregon limited liability company, as to an undivided 3.7143 percent interest; (d) Edward Maletis Real Estate Holdings LLC, a Washington limited liability company, as to an undivided 13.9286 percent interest; (e) Green Mountain RT LLC, a Washington limited liability company, as to an undivided 13.9286 percent interest; (f) NB Green Partners, LLC, a Washington limited liability company, as to an undivided 44.2857 percent interest; and (g) SFLPGM LLC, an Oregon limited liability company, as to an undivided 4.6428 percent interest.

LEGAL DESCRIPTION ON EXHIBIT " A " ATTACHED HERETO AND MADE A PART HEREOF.

Tax Parcel Numbers: 172559000 and 986037656

Abbreviated Legal Descriptions:
172559000 NW ¼ & SW ¼ Section 21 T2N R3E
986037656 NE ¼ and SE ¼ Section 20 T2N R3E

*****Courtesy Recording Only, No Liability for Validity and/or Accuracy Assumed by Stewart Title**

GRANTOR, GREEN MOUNTAIN LAND LLC, a Washington limited liability company, for the purpose of transferring the subject real property to entities having the same beneficial ownership as Grantor, pursuant to WAC 458-61A-211(2)(b), for and in consideration of One and no/100 Dollar ($1.00) and other good and valuable consideration in hand paid, conveys and warrants to (a) TERRELL & ASSOCIATES LLC, an Oregon limited liability company, as to an undivided 8.3571 percent interest; (b) PATRICK INVESTMENTS LLC an Oregon limited liability company, as to an undivided 11.1429 percent interest; (c) MJAJMJ, LLC, an Oregon limited liability company, as to an undivided 3.7143 percent interest; (d) Edward Maletis Real Estate Holdings LLC, a Washington limited liability company, as to an undivided 13.9286 percent interest; (e) Green Mountain RT LLC, a Washington limited liability company, as to an undivided 13.9286 percent interest; (f) NB Green Partners, LLC, a Washington limited liability company, as to an undivided 44.2857 percent interest; and (g) SFLPGM LLC, an Oregon limited liability company, as to an undivided 4.6428 percent interest; as tenants is common, GRANTEE, the following described real estate, situated in Clark County, Washington, described on Exhibit A attached hereto together with all after-acquired title of Grantor therein (the "Property").

Subject to: This conveyance is subject to covenants, conditions, restrictions and easements, if any affecting title which may appear in the public record, including those shown on any recorded plat or survey.

DATED this 27 day of December, 2019.

GREEN MOUNTAIN LAND LLC, a Washington limited liability company

By: _____
John O'Neil, Manager

By: TERRELL & ASSOCIATES LLC, an Oregon limited liability company
Its: Manager

By: _____
Patrick Terrell, Manager

STATE OF OREGON)
) ss.
County of Washington)

The foregoing instrument was acknowledged before me on December 27th, 2019, by John O'Neil, Manager of Green Mountain Land LLC, a Washington limited liability company.

OFFICIAL STAMP
DESIREE URIARTE
NOTARY PUBLIC - OREGON
COMMISSION NO. 990319
MY COMMISSION EXPIRES AUGUST 04, 2023

_____
Notary Public for Oregon
My commission expires: Aug. 4, 2023

STATE OF OREGON)
) ss.
County of _____)

The foregoing instrument was acknowledged before me on _____, 2019, by Patrick Terrell as Manager of Terrell & Associates LLC, an Oregon limited liability company, as Manager of Green Mountain Land LLC, a Washington limited liability company.

_____
Notary Public for Oregon
My commission expires: _____

Subject to: This conveyance is subject to covenants, conditions, restrictions and easements, if any affecting title which may appear in the public record, including those shown on any recorded plat or survey.

DATED this 28 day of December, 2019.

GREEN MOUNTAIN LAND LLC, a Washington limited liability company

By: _____
John O'Neil, Manager

By: TERRELL & ASSOCIATES LLC, an Oregon limited liability company
Its: Manager

By: _____
Patrick Terrell, Manager

STATE OF OREGON)
) ss.
County of _____)

The foregoing instrument was acknowledged before me on _____, 2019, by John O'Neil, Manager of Green Mountain Land LLC, a Washington limited liability company.

_____
Notary Public for Oregon
My commission expires: _____

STATE OF OREGON)
) ss.
County of Clackamas)

The foregoing instrument was acknowledged before me on December 27th, 2019, by Patrick Terrell as Manager of Terrell & Associates LLC, an Oregon limited liability company, as Manager of Green Mountain Land LLC, a Washington limited liability company.

OFFICIAL STAMP
JOSHUA TYLER CARROLL
NOTARY PUBLIC - OREGON
COMMISSION NO. 953430
MY COMMISSION EXPIRES AUGUST 09, 2020

_____
Notary Public for Oregon
My commission expires: August 09th 2020

EXHIBIT A
TO
STATUTORY WARRANTY DEED

LEGAL DESCRIPTION OF PROPERTY

A parcel of land in the Thomas J. Fletcher Donation Land Claim No. 51 and the East half of Section 20, and the West half of Section 21 all in Township 2 North, Range 3 East of the Willamette Meridian in Clark County, Washington, described as follows:

COMMENCING at the Northwest corner of said Section 21;

THENCE South 88° 40' 59" East, along the North line of the Northwest quarter of said Section 21, a distance of 830.93 feet to the East line of the Thomas J. Fletcher Donation Land Claim No. 51;

THENCE South 01°13' 25" West, along said East line, a distance of 1315.09 feet to the North line of the South half of said Northwest quarter;

THENCE South 88°42'01" East, along said North line, a distance of 180.00 feet;

THENCE South 01°17'59" West, leaving said North line, a distance of 214.50 feet;

THENCE South 43°42'01" East, a distance of 97.00 feet;

THENCE South 46°17'59" West, a distance of 217.43 feet;

THENCE North 43°42'01" West, a distance of 217.20 feet;

THENCE North 01°17'59" East, a distance of 209.50 feet;

THENCE North 44°04'38" West, a distance of 10.00 feet;

THENCE South 45°55;22" West, a distance of 18.00 feet;

THENCE North 44°04'38" West, a distance of 45.00 feet;

THENCE South 45°55'22" West, a distance of 25.00 feet;

THENCE North 44°04'38" West, a distance of 293.00 feet;

THENCE South 64°48'03" West, a distance of 119.90 feet to a point of a 325.00 foot radius curve to the left;

THENCE along said 325.00 foot radius curve to the left (the long chord of which bears South 50°35'01" West, a distance of 159.64 feet), an arc distance of 161.29 feet;

THENCE South 36°21'59" West, a distance of 152.00 feet;

THENCE South 53°38'01" East, a distance of 82.00 feet;

THENCE South 36°21'59" West, a distance of 60.08 feet to a point on a 25.00 foot radius non-tangent curve to the left;

THENCE along said 25.00 foot radius non-tangent curve to the left (the long chord of which bears South 79°04'29" West, a distance of 33.91 feet), an arc distance of 37.27 feet;

THENCE South 36°21'59" West, a distance of 10.37 feet to a point on a 226.00 foot radius curve to the right;

THENCE along said 226.00 foot radius curve to the right (the long chord of which bears South 40°24'28" West, a distance of 31.86 feet), an arc distance of 31.88 feet;

THENCE South 44°26'57" West, a distance of 116.20 feet to a point on a 25.00 foot radius curve to the left;

THENCE along said 25.00 radius curve to the left (the long chord of which bears South 10°50'12" West, a distance of 27.68 feet), an arc distance of 29.33 feet;

THENCE South 52°11'03" West, a distance of 52.78 feet to a point on a 174.00 foot radius non-tangent

curve to the left;

THENCE along said 174.00 foot radius non-tangent curve to the left (the long chord of which bears North 41°41'00" West, a distance of 23.47 feet), an arc distance of 23.49 feet;

THENCE North 45°33'03" West, a distance of 41.94 feet;

THENCE South 56°38'34" West, a distance of 154.02 feet;

THENCE North 33°21'26" West, a distance of 10.00 feet;

THENCE South 56°38'34" West, a distance of 384.01 feet to the Northeasterly right-of-way line of Northeast Ingle Road as conveyed to Clark County by deed recorded under Auditor's File Number 4217481 D, said point being 30.00 from, when measured perpendicular to, the centerline of said Road;

THENCE South 33°35'50" East, along said right-of-way line, a distance of 334.36 feet to the TRUE POINT OF BEGINNING;

THENCE North 56°24'10" East, leaving said right-of-way line, a distance of 337.32 feet;

THENCE South 33°35'50" East, a distance of 116.84 feet;

THENCE North 60°11'05" East, a distance of 517.11 feet:

THENCE South 18°43'16" East, a distance of 40.08 feet to a point on a 180.00 foot radius curve to the left;

THENCE along said 180.00 foot radius curve to the left (the long chord of which bears South 44°53'37" East, a distance of 158.79 feet), an arc distance of 164.45 feet to a point of compound curvature with a 330.00 foot radius curve to the left;

THENCE along said 330.00 foot radius curve to the left (the long chord of which bears North 83°01'06" East, a distance of 288.45 feet), an are distance of 298.52 feet;

THENCE North 57°06'11" East, a distance of 219.78 feet;

THENCE South 44°04'38" East, a distance of 645.44 feet;

THENCE South 01°37'56" West, a distance of 296.43 feet to a point on the centerline of Northeast Goodwin Road, said point being a point on a 955.00 foot radius non-tangent curve to the left;

THENCE along said centerline, and along said 955.00 foot radius non-tangent curve to the left (the long chord of which bears South 78°15'35" West, a distance of 277.41 feet), an arc distance of 278.40 feet;

THENCE South 69°54'30" West, along said centerline, a distance of 354.84 feet to a point on a 955.00 foot radius curve to the left;

THENCE along said centerline, and along said 955.00 foot radius curve to the left (the long chord of which bears South 56°56'15" West, a distance of 428.71 feet), an arc distance of 432.40 feet;

THENCE South 43°58'00" West, along said centerline, a distance of 494.48 feet to a point of intersection with the Southerly projection of the Northeasterly right-of- way line of said Northeast Ingle Road, said point being 30.00 from, when measured perpendicular to, the centerline of said Road;

THENCE North 46°15'59" West, along said Northeasterly right-of-way line and the Southerly projection thereof, a distance of 39.01 feet to a point on a 770.00 foot radius curve to the right;

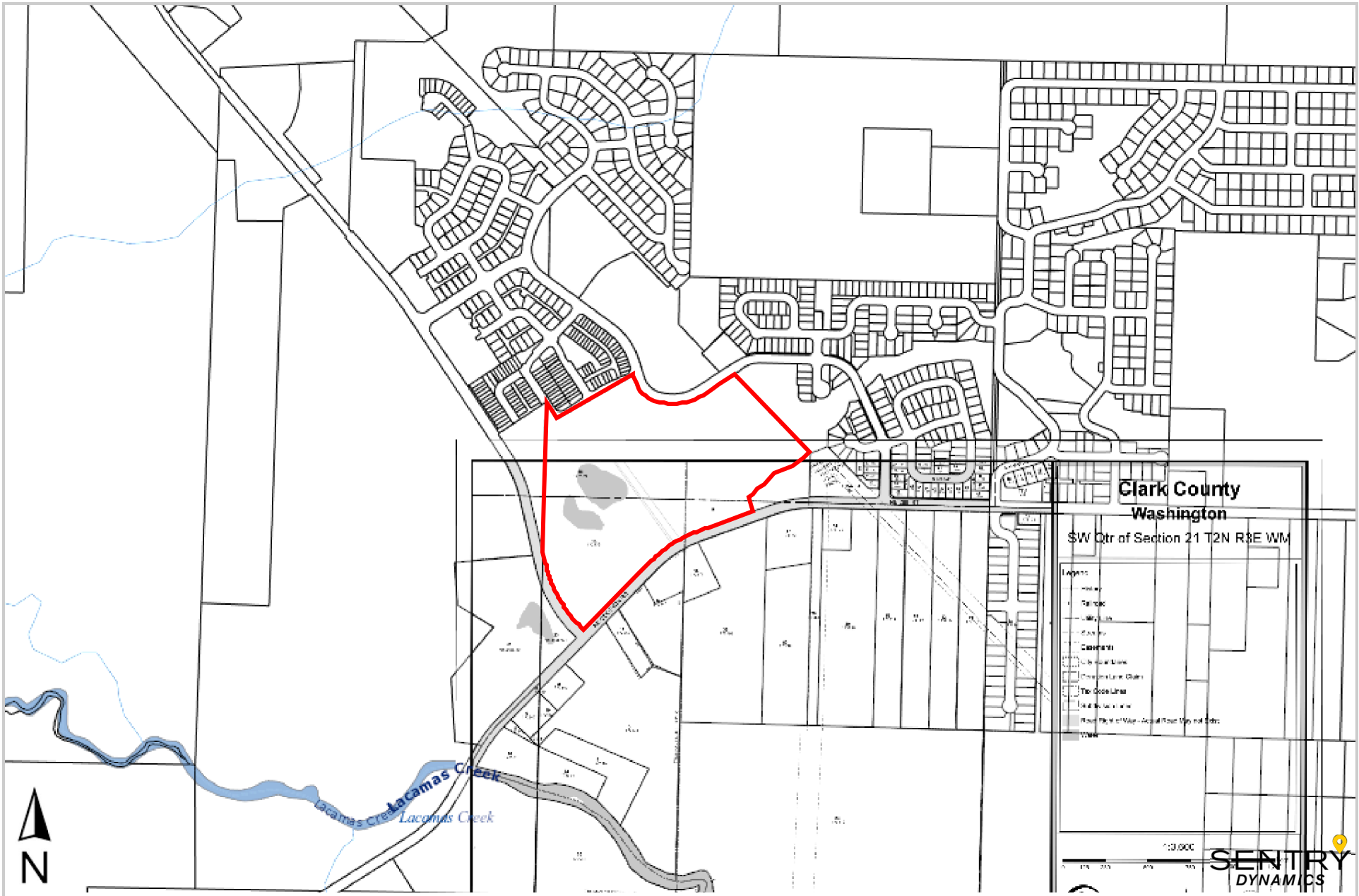
THENCE along said right-of-way line, and along said 770.00 foot radius curve to the right (the long chord of which bears North 29°32'51" West, a distance of 443.01 feet), an arc distance of 449.36 feet;

THENCE North 12°49'45" West, along said right-of-way line, a distance of 392.70 feet to a point on an 830.00 foot radius curve to the left;

THENCE along said right-of-way line, and along said 830.00 foot radius curve to the left (the long chord of which bears North 23°12'47" West, a distance of 299.21 feet), an arc distance of 300.85 feet;

THENCE North 33°35'50" West, along said right-of-way line, a distance of 129.00 feet to the TRUE POINT OF BEGINNING.

Except public roads

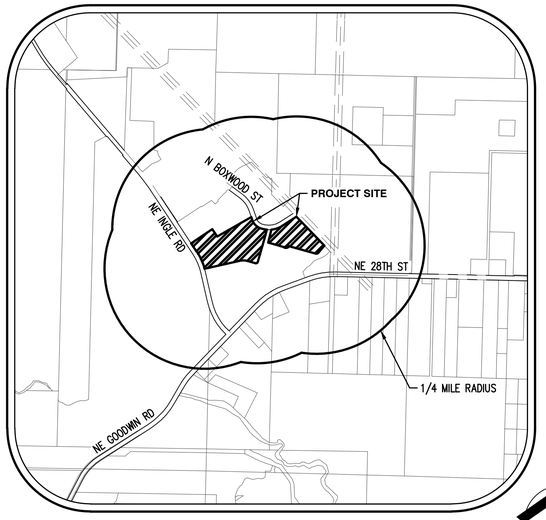


stewart™ TITLE

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, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

LACAMAS VILLAGE

TYPE III SUBDIVISION PLANS



VICINITY MAP
N.T.S.



SITE 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		A
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		
GUTTER		
EASEMENT		
FENCE LINE		
GRAVEL EDGE		
POWER LINE	PWR	PWR
OVERHEAD WIRE	OHW	OHW
COMMUNICATIONS LINE	COM	COM
FIBER OPTIC LINE	OFO	OFO
GAS LINE	GAS	GAS
STORM DRAIN LINE	STM	STM
SANITARY SEWER LINE	SAN	SAN
WATER LINE	WAT	WAT
RECLAIMED WATER LINE	NPWAT	NPWAT

SHEET INDEX

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P2.0 OVERALL PRELIMINARY EXISTING CONDITIONS
P2.1 PRELIMINARY EXISTING CONDITIONS (WEST)
P2.2 PRELIMINARY EXISTING CONDITIONS (EAST)
P3.0 OVERALL PRELIMINARY PLAT OVERVIEW
P3.1 PRELIMINARY PLAT (WEST)
P3.2 PRELIMINARY PLAT (EAST)
P4.0 OVERALL PRELIMINARY GRADING AND ESC PLAN
P4.1 PRELIMINARY GRADING AND ESC PLAN (WEST)
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P6.0 PRELIMINARY COMPOSITE UTILITY PLAN OVERVIEW
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P6.2 PRELIMINARY COMPOSITE UTILITY PLAN (EAST)
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P8.1 PRELIMINARY LANDSCAPE PLAN (WEST)
P8.2 PRELIMINARY LANDSCAPE PLAN (EAST)
P9.0 PRELIMINARY OVERALL LIGHTING PLAN

APPLICANT
WOLLAM & ASSOCIATES
CONTACT: TERRY WOLLAM
7701 NE GREENWOOD DRIVE, SUITE 100
VANCOUVER, WA 98662
PH: 360-798-5820
E-MAIL: TERRY@WOLLAMASSOCIATES.COM

OWNER
TERRELL & ASSOCIATES LLC.
CONTACT: JOHN SCHMIDT
17933 NW EVERGREEN PL, SUITE 300
BEAVERTON, OR 97006
PH: 503-597-7100
EMAIL: JOHN.SCHMIDT@METLANDGROUP.COM

CONTACT/ENGINEERING/ PLANNING/SURVEYING/ LANDSCAPE ARCHITECT
AKS ENGINEERING & FORESTRY, LLC.
CONTACT: MICHAEL ANDREOTTI
9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
PH: 360-882-0419
FAX: 360-882-0426
E-MAIL: ANDREOTTIM@AKS-ENG.COM

PROPERTY DESCRIPTION
LOCATED IN THE NORTHWEST 1/4 SECTION 20 AND 21, TOWNSHIP 2 NORTH, RANGE 3 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON.
PROPERTY SERIAL #'S 172559-000, 986037-656.

PROPERTY LOCATION
NE QUADRANT OF THE INTERSECTION OF NE INGLE ROAD AND NE GOODWIN ROAD.

EXISTING LAND USE/ZONE
VACANT LAND; ZONED CC, R-6, MF-10.

PROJECT PURPOSE
PHASED DEVELOPMENT OF LOTS 1, 2, & 7 OF THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT. DEVELOPMENT INCLUDES 46 ATTACHED SINGLE-FAMILY LOTS AND 114 DETACHED SINGLE-FAMILY LOTS, ALONG WITH ASSOCIATED ROADS AND OTHER SITE IMPROVEMENTS, WITHIN THREE PHASES.

SITE AREA
LOT 1: ±3.48 AC (±151,416 SF)
LOT 2: ±5.22 AC (±227,625 SF)
LOT 7: ±4.00 AC (±174,288 SF)
TOTAL LOT AREA: ±12.70 AC (±553,329 SF)

VERTICAL DATUM
ELEVATIONS SHOWN HEREON ARE NGVD29(47) A.K.A. CLARK COUNTY VERTICAL DATUM BASED ON TIES TO CLARK COUNTY BENCHMARKS:
LACAMAS-9, A CONCRETE MONUMENT WITH BRASS DISK, 25' NE OF CL OF BPA LINES OPPOSITE DRIVEWAY TO HOUSE #21917, 28' NORTH OF CL NE 28TH STREET.
ELEVATION = 255.58
LACAMAS-8, A BRASS DISK IN SE CORNER OF WINGWALL OVER LACAMAS CREEK. ELEVATION = 191.33

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COVER SHEET
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P1.0

AKS DRAWING FILE: 11021 P1.0 COVERLDWG | LAYOUT: P1.0





KEY MAP

N

SCALE: 1"=100 FEET

100 0 20 50 100

ORIGINAL PAGE SIZE: 22" x 34"

EXISTING CONDITIONS NOTES:

1. THE SITE CONSISTS OF LOTS 1, 2, & 7 OF THE URBAN VILLAGE SHORT PLAT (CITY FILE NUMBER: SP20-02/ FINAL PLAT FP21-04)
2. TOTAL SITE AREA IS ±33.69 ACRES (1,479,298 SQUARE FEET). LOTS 1, 2, & 7 ARE ±12.70 ACRES (±553,329 SQUARE FEET)
   - LOT 1: ±3.48 AC (±151,416 SQUARE FEET)
   - LOT 2: ±5.22 AC (±227,625 SQUARE FEET)
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3. CONTOURS SHOWN ARE AT 1 FOOT INTERVAL.
4. THIS EXISTING CONDITIONS PLAN ASSUMES THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT IS APPROVED AND IN CONSTRUCTION, OR HAS BEEN CONSTRUCTED PRIOR TO FINAL ENGINEERING APPROVAL.
5. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO WATERCOURSES IDENTIFIED ON SITE.
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LEGEND

EXISTING		EXISTING
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		STORM DRAIN AREA DRAIN
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OVERALL PRELIMINARY EXISTING CONDITIONS

LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P2.0

AKS DRAWING FILE: 11021 P2.0 EXCONLDWG | LAYOUT: P2.0

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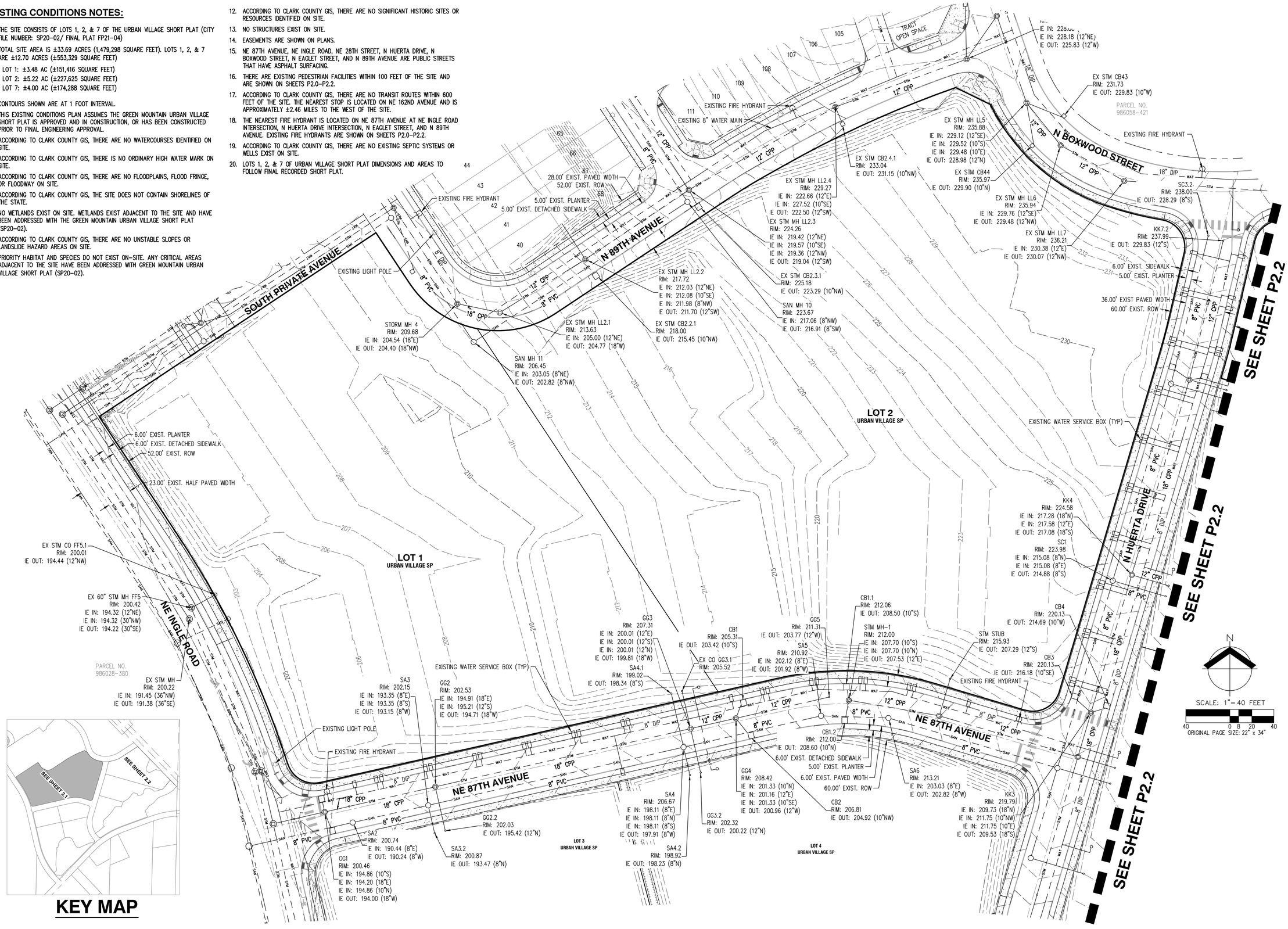

KEY MAP

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PRELIMINARY EXISTING CONDITIONS (WEST)

LACAMAS VILLAGE

WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

SCALE: 1"= 40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"

STATE OF WASHINGTON
CHRISTOPHER JAMES SHACKELFORD
23997
REGISTERED PROFESSIONAL ENGINEER

PRELIMINARY
NOT FOR CONSTRUCTION

JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P2.1

AKS DRAWING FILE: 11021 P2.0 EXCONLDWG | LAYOUT: P2.1

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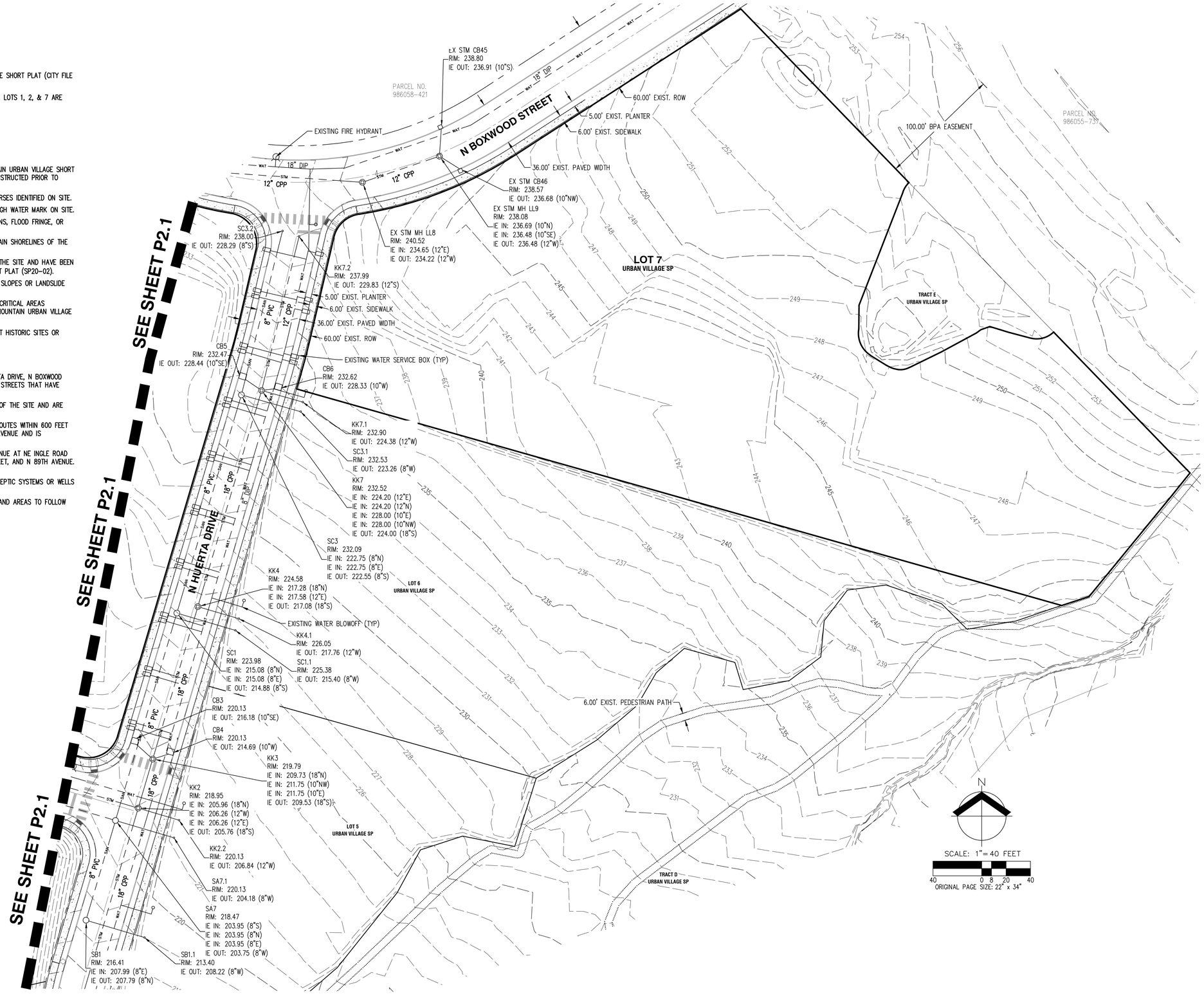



KEY MAP

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PRELIMINARY EXISTING CONDITIONS (EAST)

LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



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P2.2

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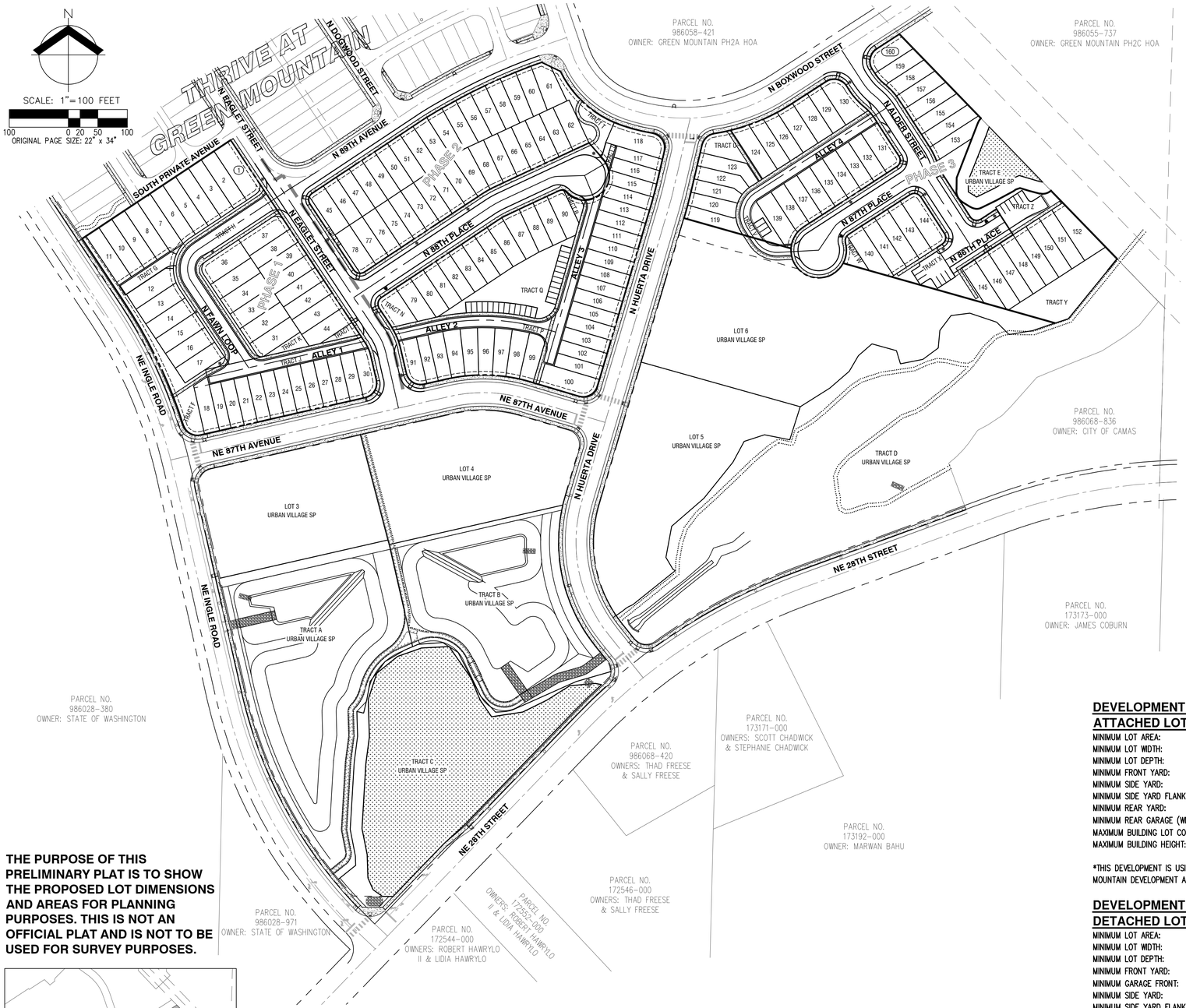

THE PURPOSE OF THIS PRELIMINARY PLAT IS TO SHOW THE PROPOSED LOT DIMENSIONS AND AREAS FOR PLANNING PURPOSES. THIS IS NOT AN OFFICIAL PLAT AND IS NOT TO BE USED FOR SURVEY PURPOSES.



KEY MAP

OVERALL GENERAL NOTES

1. TRACTS F, K, L, M, N, R, T, U, W, AND Y TO BE OPEN SPACE LANDSCAPING. THESE TRACTS WILL BE PRIVATELY OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION (HOA).
2. TRACTS G AND S TO BE PRIVATE ALLEY FOR LOTS 8–11 AND 116–118, RESPECTIVELY. THESE TRACTS WILL BE OWNED AND MAINTAINED BY THE HOA.
3. TRACT H TO BE A PRIVATE STREET, OWNED AND MAINTAINED BY THE HOA.
4. TRACT Q TO BE OPEN SPACE AND PARKING, OWNED AND MAINTAINED BY THE HOA.
5. TRACT X TO BE OFF–STREET PARKING, OWNED AND MAINTAINED BY THE HOA.
6. TRACT V AND Z TO BE ALLEY AND PARKING, OWNED AND MAINTAINED BY THE HOA.
7. TRACT J AND P TO BE ALLEY FOR LOTS 18–30 AND LOTS 91–114, RESPECTIVELY. THESE TRACTS WILL BE OWNED AND MAINTAINED BY THE HOA.
8. BUILDING ENVELOPES SHALL BE PER THE PROPOSED DEVELOPMENT STANDARDS TABLE SHOWN ON THIS SHEET.
9. THERE ARE FIVE PROPOSED INTERNAL PUBLIC ROADS TO SERVE THE DEVELOPMENT. THE ROADS ARE PROPOSED TO BE CONSTRUCTED TO THE LOCAL STREET RIGHT–OF–WAY SECTION. FRONTAGE IMPROVEMENTS TO N 89TH AVENUE WILL INCLUDE CURB, PLANTER, AND SIDEWALK PER LOCAL STREET RIGHT–OF–WAY SECTION.
10. WATER – ALL LOTS WILL BE SERVED WITH PUBLIC WATER (CITY OF CAMAS).
11. SANITARY SEWER – ALL LOTS WILL BE SERVED WITH PUBLIC SANITARY SEWER (CITY OF CAMAS).
12. SURFACE MATERIAL FOR ALL PROPOSED ROADWAYS IS ASPHALT.
13. STORMWATER RUNOFF FROM PERVIOUS FRONT YARDS, IMPERVIOUS DRIVEWAYS, PARKING AREAS, AND ROADWAYS WILL BE COLLECTED VIA CATCH BASINS, AND CONVEY TO EXISTING STORMWATER TREATMENT AND DETENTION FACILITIES DESIGNED AND CONSTRUCTED WITH URBAN VILLAGE SHORT PLAT WITHIN TRACT A & B.
14. THERE ARE NO BICYCLE IMPROVEMENTS PROPOSED ON SITE.
15. FINAL ADDRESS MONUMENT LOCATION TO BE DETERMINED DURING FINAL ENGINEERING.
16. SEE LIGHTING PLAN FOR SITE LIGHTING ON SHEET P9.0.

APPLICANT

WOLLAM & ASSOCIATES
CONTACT: TERRY WOLLAM
7701 NE GREENWOOD DRIVE, SUITE 100
VANCOUVER, WA 98662
PH: 360-798-5820
E-MAIL: TERRY@WOLLAMASSOCIATES.COM

OWNER

TERRELL & ASSOCIATES LLC.
CONTACT: JOHN SCHMIDT
17933 NW EVERGREEN PL, SUITE 300
BEAVERTON, OR 97006
PH: 503-597-7100
EMAIL: JOHN.SCHMIDT@METLANDGROUP.COM

CONTACT/ENGINEERING/ PLANNING/SURVEYING/ LANDSCAPE ARCHITECT

AKS ENGINEERING & FORESTRY, LLC.
CONTACT: MICHAEL ANDREOTTI
9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
PH: 360-882-0419
FAX: 360-882-0426
E-MAIL: ANDREOTTIM@AKS-ENG.COM

PROPERTY DESCRIPTION

LOCATED IN THE NORTHWEST 1/4 SECTION 20 AND 21, TOWNSHIP 2 NORTH, RANGE 3 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON.

PROPERTY LOCATION

NE QUADRANT OF THE INTERSECTION OF NE INGLE ROAD AND NE GOODWIN ROAD

EXISTING LAND USE/ZONE

VACANT LAND; ZONED CC, R-6, MF-10.

PROJECT PURPOSE

PHASED DEVELOPMENT OF LOTS 1, 2, & 7 OF THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT. DEVELOPMENT INCLUDES 46 ATTACHED SINGLE-FAMILY LOTS AND 114 DETACHED SINGLE-FAMILY LOTS, ALONG WITH ASSOCIATED ROADS AND OTHER SITE IMPROVEMENTS, WITHIN THREE PHASES.

SITE AREA

LOT 1: ±3.48 AC (±151,416 SF)
LOT 2: ±5.22 AC (±227,625 SF)
LOT 7: ±4.00 AC (±174,288 SF)
TOTAL LOT AREA: ±12.70 AC (±553,329 SF)

VERTICAL DATUM

ELEVATIONS SHOWN HEREON ARE NGVD29(47) A.K.A. CLARK COUNTY VERTICAL DATUM BASED ON TIES TO CLARK COUNTY BENCHMARKS: LACAMAS–9, A CONCRETE MONUMENT WITH BRASS DISK, 25' NE OF CL OF BPA LINES OPPOSITE DRIVEWAY TO HOUSE #21917, 28' NORTH OF CL NE 28TH STREET. ELEVATION = 255.58
LACAMAS–8, A BRASS DISK IN SE CORNER OF WINGWALL OVER LACAMAS CREEK. ELEVATION = 191.33

PROPOSED TRACT AREA & PURPOSE

TRACT F:	7,339 SF	OPEN SPACE
TRACT G:	2,317 SF	ALLEY
TRACT H:	17,938 SF	PRIVATE STREET
TRACT J:	7,089 SF	ALLEY
TRACT K:	1,063 SF	OPEN SPACE
TRACT L:	794 SF	OPEN SPACE
TRACT M:	897 SF	OPEN SPACE
TRACT N:	2,463 SF	OPEN SPACE
TRACT P:	15,062 SF	ALLEY
TRACT Q:	13,844 SF	OPEN SPACE & PARKING
TRACT R:	698 SF	OPEN SPACE
TRACT S:	690 SF	ALLEY
TRACT T:	4,021 SF	OPEN SPACE
TRACT U:	3,066 SF	OPEN SPACE
TRACT V:	10,182 SF	ALLEY & PARKING
TRACT W:	1,015 SF	OPEN SPACE
TRACT X:	5,727 SF	PARKING
TRACT Y:	8,982 SF	OPEN SPACE
TRACT Z:	8,014 SF	ALLEY & PARKING

DEVELOPMENT STANDARDS (SINGLE-FAMILY ATTACHED LOTS)

MINIMUM LOT AREA:	1,000 SF
MINIMUM LOT WIDTH:	20 FEET
MINIMUM LOT DEPTH:	50 FEET
MINIMUM FRONT YARD:	0 OR 6 FEET, IF PUE
MINIMUM SIDE YARD:	0 OR 3 FEET
MINIMUM SIDE YARD FLANKING STREET:	0 OR 6 FEET, IF PUE
MINIMUM REAR YARD:	0 OR 6 FEET, IF PUE
MINIMUM REAR GARAGE (WITH ALLEY):	3 OR 18 FEET
MAXIMUM BUILDING LOT COVERAGE:	NONE
MAXIMUM BUILDING HEIGHT:	60 FEET

*THIS DEVELOPMENT IS USING DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA.

DEVELOPMENT STANDARDS (SINGLE-FAMILY DETACHED LOTS)

MINIMUM LOT AREA:	1,000 SF
MINIMUM LOT WIDTH:	20 FEET
MINIMUM LOT DEPTH:	50 FEET
MINIMUM FRONT YARD:	6 FEET / (3 FEET @ OPEN SPACE)
MINIMUM GARAGE FRONT:	18 FEET
MINIMUM SIDE YARD:	3 FEET
MINIMUM SIDE YARD FLANKING STREET:	10 FEET
MINIMUM REAR YARD:	10 FEET
MINIMUM REAR GARAGE (WITH ALLEY):	3 OR 18 FEET
MAXIMUM BUILDING LOT COVERAGE:	NONE
MAXIMUM BUILDING HEIGHT:	45 FEET

*THIS DEVELOPMENT IS USING DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA.

GREEN MOUNTAIN URBAN VILLAGE DENSITY

GROSS SITE AREA:	553,329 SF (12.70 AC)
OPEN SPACE AREA:	44,182 SF (1.01 AC)
NET AREA:	509,147 SF (11.69 AC)

DENSITY PER GREEN MOUNTAIN DEVELOPMENT AGREEMENT:

MAXIMUM DENSITY (24 X 11.69):	281 UNITS
MINIMUM DENSITY (12 X 11.69):	141 UNITS
TOTAL PROPOSED ATTACHED UNITS:	160 UNITS

PARKING STATISTICS

REQUIRED OFF–STREET PARKING STALLS:	32 SPACES
PROPOSED OFF–STREET PARKING STALLS:	40 SPACES
TRACT Q:	24 SPACES
TRACT V:	3 SPACES
TRACT X:	7 SPACES
TRACT Z:	6 SPACES
TOTAL PROPOSED:	40 SPACES

*NOTE: ONE ADDITIONAL OFF–STREET PARKING SPACE IS REQUIRED FOR EVERY 5 UNITS.

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WWW.AKS-ENG.COM
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FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

OVERALL PRELIMINARY PLAT OVERVIEW

LACAMAS VILLAGE

WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

BRIAN JAMES SHACKELFORD
STATE OF WASHINGTON
21578
REGISTERED PROFESSIONAL ENGINEER
CIVIL
NOT FOR CONSTRUCTION
RIGHTS OF USE

JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.0

AKS DRAWING FILE: 11021 P3.0 PLAT.DWG | LAYOUT: P3.0

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
1	3,352
2	2,600
3	2,600
4	2,600
5	2,600
6	2,609
7	2,737
8	2,600
9	2,600
10	2,600
11	2,600
12	2,553
13	2,406
14	2,400
15	2,400

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
16	2,400
17	2,400
18	2,309
19	1,600
20	1,840
21	1,840
22	1,840
23	1,840
24	1,840
25	1,840
26	1,840
27	1,840
28	1,840
29	1,840
30	2,099

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
31	2,527
32	2,460
33	2,460
34	2,460
35	2,460
36	2,986
37	2,658
38	2,132
39	2,132
40	2,132
41	2,132
42	2,132
45	2,395
46	2,080
47	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
48	2,080
49	2,080
50	2,080
51	2,080
52	2,080
53	2,153
54	2,219
55	2,085
56	2,179
57	2,208
58	2,214
59	2,198
60	2,158
61	2,549
62	2,400

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
63	2,080
64	2,080
65	2,080
66	2,080
67	2,080
68	2,166
69	2,247
70	2,080
71	2,080
72	2,080
73	2,080
74	2,080
75	2,080
76	2,080
77	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
78	2,395
79	2,200
80	2,079
81	2,080
82	2,080
83	2,080
84	2,080
85	2,080
86	2,237
87	2,328
88	2,080
89	2,080
90	2,284
91	2,270
92	1,600

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
93	1,970
94	2,104
95	2,104
96	2,104
97	2,104
98	2,104
99	2,117
100	3,417
101	1,843
102	1,848
103	1,853
104	1,858
105	1,863
106	1,868
107	1,873

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
108	1,878
109	1,883
110	1,888
111	1,893
112	1,898
113	1,903
114	1,884
115	1,867
116	1,878
117	1,612
118	3,407

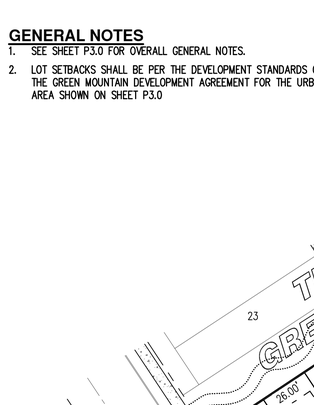
CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T1	70.01'	S57° 35' 47"W
T2	175.00'	S56° 24' 18"W
T3	175.15'	S33° 35' 42"E
T4	272.83'	N77° 10' 15"E
T5	95.82'	N12° 49' 45"W
T6	354.99'	N33° 35' 43"W
T7	67.01'	N77° 10' 15"E

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T8	17.99'	S73° 30' 37"E
T9	291.63'	N15° 56' 39"E
T10	33.02'	S15° 56' 39"W
T11	276.81'	N56° 24' 18"E
T12	88.48'	N64° 58' 49"E
T13	45.60'	N88° 03' 51"E

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	39.00'	90°00'00"	61.26'	S11°24'18"W 55.15'
C2	100.00'	20°45'57"	36.24'	N23°12'43"W 36.05'
C3	373.00'	29°19'08"	190.87'	S88°10'11"E 188.79'
C4	150.00'	8°34'31"	22.45'	N60°41'33"E 22.43'
C5	39.00'	23°05'02"	15.71'	N76°31'20"E 15.61'

GENERAL NOTES

1. SEE SHEET P3.0 FOR OVERALL GENERAL NOTES.
2. LOT SETBACKS SHALL BE PER THE DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA SHOWN ON SHEET P3.0



KEY MAP

AKS ENGINEERING & FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360.882.0419
WWW.AKS-ENG.COM

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FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

PRELIMINARY PLAT (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

PRELIMINARY
NOT FOR CONSTRUCTION

JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.1

SCALE: 1"= 40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"

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 DRAWING FILE: 11021 P3.0 PLATDWG | LAYOUT: P3.1

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
119	2,135
120	2,011
121	1,867
123	2,403
124	2,806
125	2,251

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
126	2,143
127	2,409
128	2,400
129	2,080
130	2,960
131	2,604

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
132	2,080
133	2,080
134	2,080
135	2,080
136	2,080
137	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
138	2,087
140	2,619
141	2,600
142	2,600
143	2,600
144	3,227

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
145	2,214
146	2,662
147	2,665
148	2,665
149	2,665
150	2,665

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
151	2,665
152	3,298
153	2,256
154	2,487
155	2,354
156	2,220

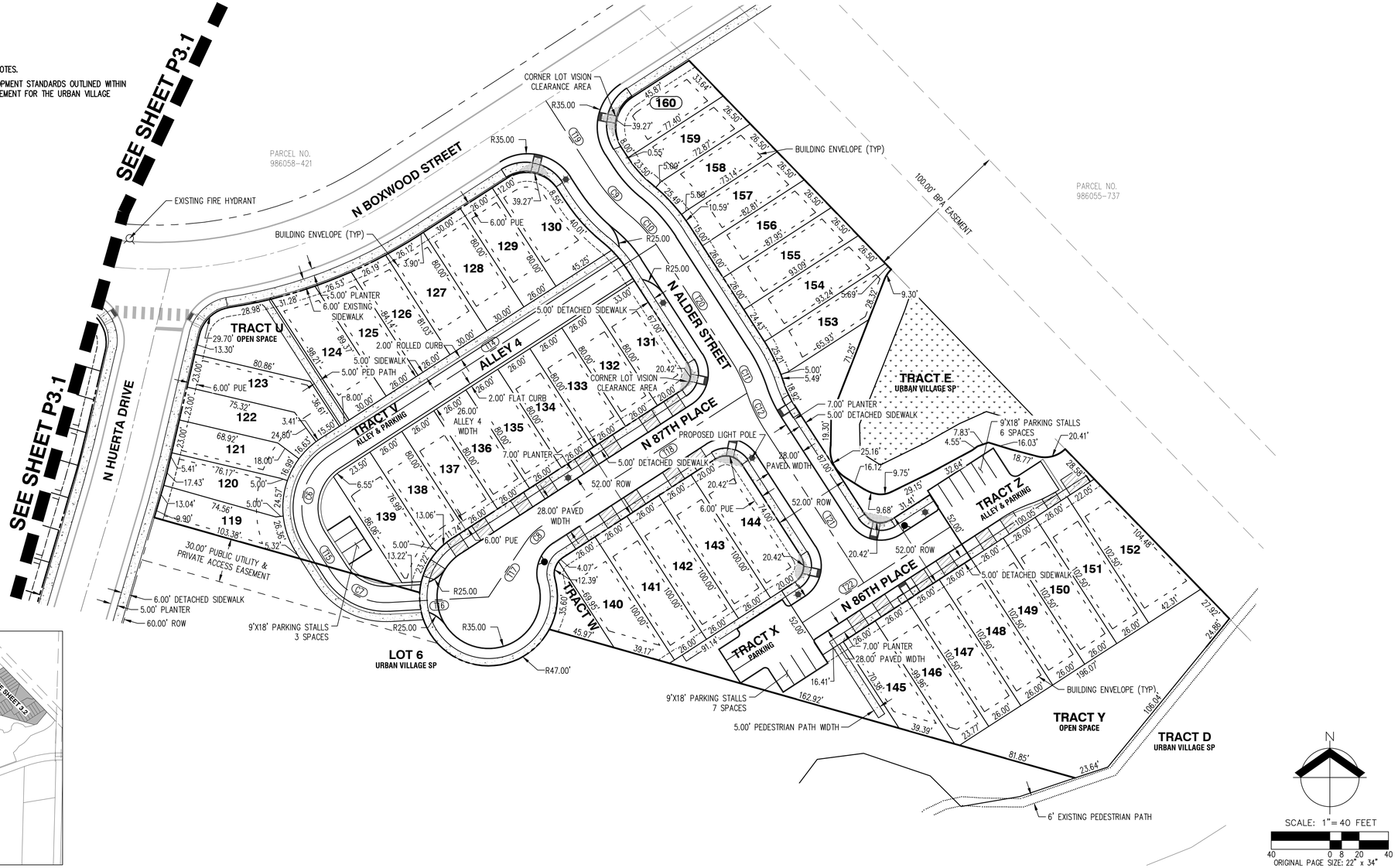
PARCEL AREA TABLE	
PARCEL #	AREA (SF)
157	2,087
158	2,016
159	2,045
160	2,312
513	3,066
514	10,182

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T14	264.45'	S57° 06' 11"W
T15	25.94'	S32° 53' 49"E
T16	68.02'	N86° 49' 04"E
T17	45.60'	S34° 01' 09"W
T18	166.43'	S57° 06' 11"W
T19	63.55'	S32° 53' 49"E
T20	91.43'	S32° 53' 49"E
T21	126.00'	S32° 53' 49"E
T22	120.41'	N57° 06' 11"E

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C6	43.00'	90°00'00"	67.54'	S12°06'11"W 60.81'
C7	43.00'	60°17'07"	45.24'	S63°02'22"E 43.19'
C8	39.00'	23°05'02"	15.71'	S45°33'40"W 15.61'
C9	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C10	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C11	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'
C12	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'

GENERAL NOTES

1. SEE SHEET P3.0 FOR OVERALL GENERAL NOTES.
2. LOT SETBACKS SHALL BE PER THE DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA SHOWN ON SHEET P3.0





KEY MAP

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 (EAST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.2

AKS DRAWING FILE: 11021 P3.0 PLATLDWG | LAYOUT: P3.2

GENERAL NOTES

1. TREE PRESERVATION IS TO FOLLOW THE URBAN VILLAGE SHORT PLAT TREE PLAN FOR TREE PROTECTION MEASURES AND TREE PROTECTION BMP LOCATIONS.
2. ADDITIONAL EROSION CONTROL MEASURES WILL BE INCLUDED DURING FINAL ENGINEERING TO ACCOUNT FOR GRADING ON SLOPES AND CONSTRUCTION PHASING.
3. RETAINING WALLS MAY BE NECESSARY TO COMPLETE THIS PROJECT. FINAL WALL LOCATIONS WILL BE DETERMINED WITH FINAL ENGINEERING IF NECESSARY.
4. ALL EXISTING ON-SITE WELLS AND SEPTIC FACILITIES TO BE DECOMMISSIONED.

PRELIMINARY GRADING QUANTITIES

CUT: 15,000 C.Y. STRIPPINGS (ASSUME 6" DEPTH FOR LOTS 1, 2 & 7): 9,500 C.Y.

FILL: 20,000 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 6" STRIPPINGS DEPTH OVER SITE AFTER FINAL GRADING OF THE URBAN VILLAGE SHORT PLAT.
UTILITY TRENCHING NOT INCLUDED.

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.

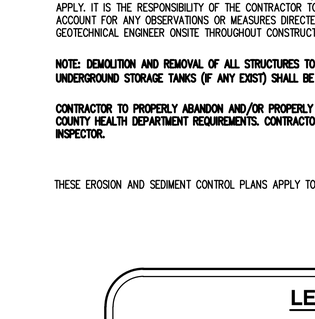
NOTE: DEMOLITION AND REMOVAL OF ALL STRUCTURES TOGETHER WITH DECOMMISSIONING OF ALL WELLS, SEPTIC TANKS, AND UNDERGROUND STORAGE TANKS (IF ANY EXIST) SHALL BE COMPLETED PRIOR TO SITE GRADING.

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.

THESE EROSION AND SEDIMENT CONTROL PLANS APPLY TO "DRY WEATHER" CONDITIONS.

LEGEND

EXISTING GROUND CONTOUR (2 FT)	352
EXISTING GROUND CONTOUR (10 FT)	350
FINISHED GRADE CONTOUR (2 FT)	352
FINISHED GRADE CONTOUR (10 FT)	350
SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING)	x x
INLET PROTECTION (TYP) PER COMBINATION DETAIL	
PROPOSED DRAINAGE FLOW DIRECTION	
GRAVEL CONSTRUCTION ENTRANCE	
DISTURBED LIMITS	
POTENTIAL STAGING/ SOIL STOCKPILE AREA	



KEY MAP



N

SCALE: 1"= 40 FEET

40 0 8 20 40

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OVERALL PRELIMINARY GRADING AND ESC PLAN
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION
EXPIRATION OF WAIVER
CHRISTIAN JAMES SHACKELL
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P4.0

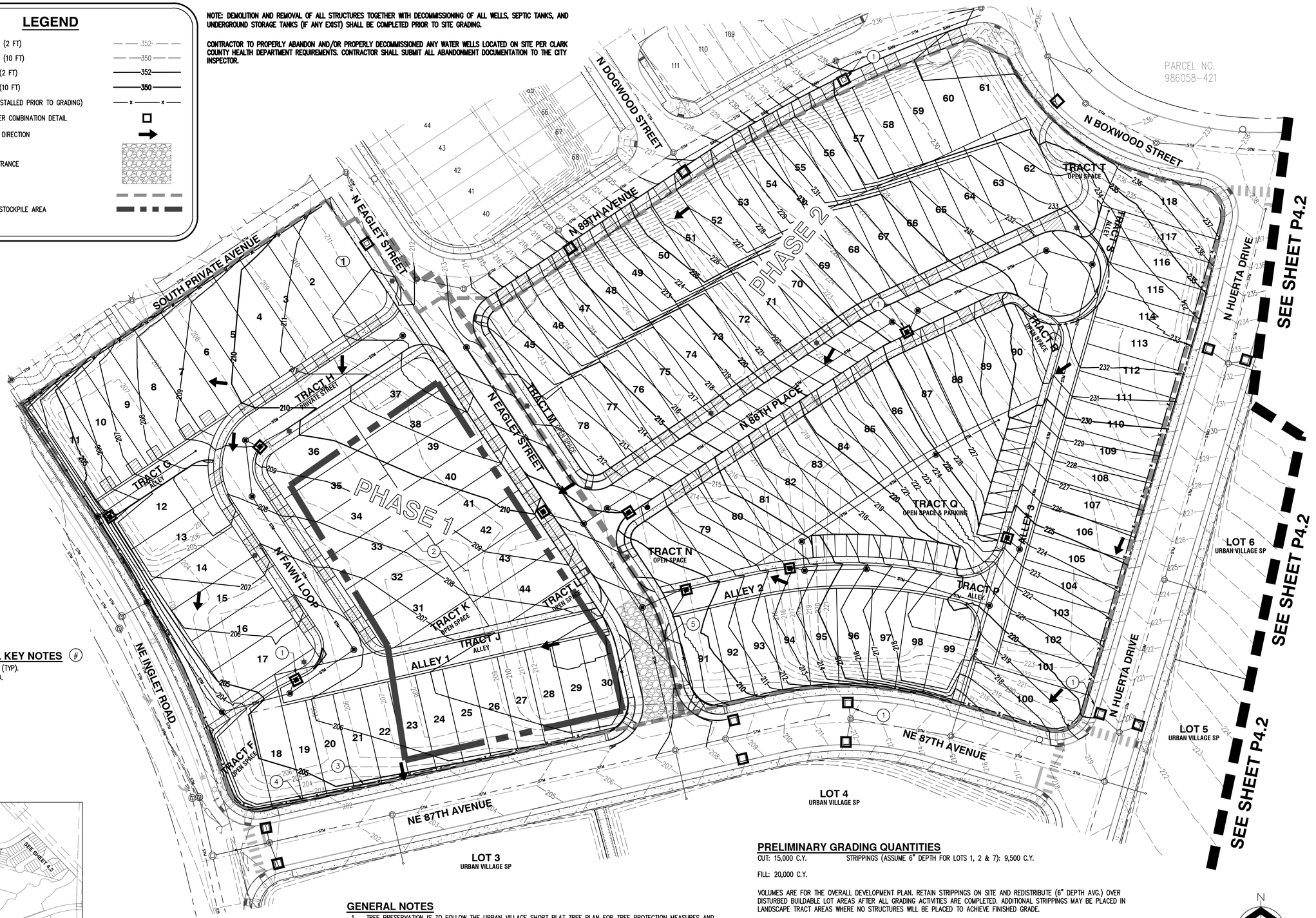
AKS DRAWING FILE: 11021 P4.0 GRADING.DWG | LAYOUT: P4.0

LEGEND

- EXISTING GROUND CONTOUR (2 FT) — 352
- EXISTING GROUND CONTOUR (10 FT) — 350
- FINISHED GRADE CONTOUR (2 FT) — 352
- FINISHED GRADE CONTOUR (10 FT) — 350
- SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING)
- INLET PROTECTION (TYP) PER COMBINATION DETAIL
- PROPOSED DRAINAGE FLOW DIRECTION
- GRAVEL CONSTRUCTION ENTRANCE
- DISTURBED LIMITS
- POTENTIAL STAGING/ SOIL STOCKPILE AREA

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.



EROSION CONTROL KEY NOTES (#)

1. INSTALL INLET PROTECTION (TYP).
2. POTENTIAL STOCKPILE AREA.
3. INSTALL SEDIMENT FENCE.
4. DISTURBED LIMITS (TYP).
5. CONSTRUCTION ENTRANCE.



KEY MAP

GENERAL NOTES

1. TREE PRESERVATION IS TO FOLLOW THE URBAN VILLAGE SHORT PLAT TREE PLAN FOR TREE PROTECTION MEASURES AND TREE PROTECTION BMP LOCATIONS.
2. ADDITIONAL EROSION CONTROL MEASURES WILL BE INCLUDED DURING FINAL ENGINEERING TO ACCOUNT FOR GRADING ON SLOPES AND CONSTRUCTION PHASING.
3. RETAINING WALLS MAY BE NECESSARY TO COMPLETE THIS PROJECT. FINAL WALL LOCATIONS WILL BE DETERMINED WITH FINAL ENGINEERING IF NECESSARY.
4. ALL EXISTING ON-SITE WELLS AND SEPTIC FACILITIES TO BE DECOMMISSIONED.

THESE EROSION AND SEDIMENT CONTROL PLANS APPLY TO "DRY WEATHER" CONDITIONS.

PRELIMINARY GRADING QUANTITIES

CUT: 15,000 C.Y. STRIPPINGS (ASSUME 6" DEPTH FOR LOTS 1, 2 & 7): 9,500 C.Y.

FILL: 20,000 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 6" STRIPPINGS DEPTH OVER SITE AFTER FINAL GRADING OF THE URBAN VILLAGE SHORT PLAT.
UTILITY TRENCHING NOT INCLUDED.

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

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PRELIMINARY GRADING AND ESC PLAN (WEST)

LACAMAS VILLAGE

WOLLAM & ASSOCIATES

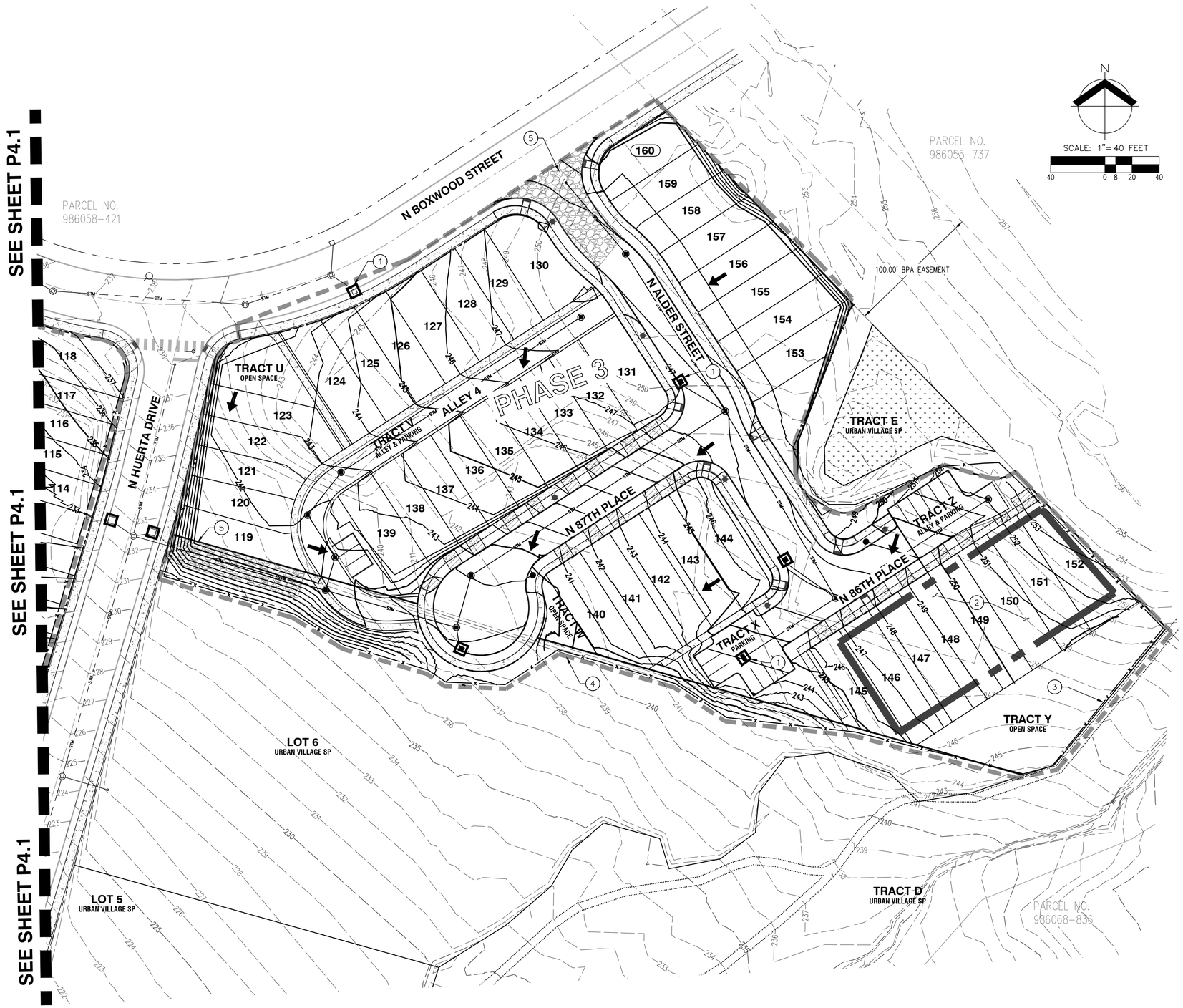
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P4.1

AKS DRAWING FILE: 11021 P4.0 GRADING.DWG | LAYOUT: P4.1



LEGEND

- EXISTING GROUND CONTOUR (2 FT) — 352 —
- EXISTING GROUND CONTOUR (10 FT) — 350 —
- FINISHED GRADE CONTOUR (2 FT) — 352 —
- FINISHED GRADE CONTOUR (10 FT) — 350 —
- SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING) — x — x —
- INLET PROTECTION (TYP) PER COMBINATION DETAIL
- PROPOSED DRAINAGE FLOW DIRECTION
- GRAVEL CONSTRUCTION ENTRANCE
- DISTURBED LIMITS
- POTENTIAL STAGING/ SOIL STOCKPILE AREA



KEY MAP

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PRELIMINARY GRADING AND ESC PLAN (EAST)

LACAMAS VILLAGE

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CAMAS, WASHINGTON

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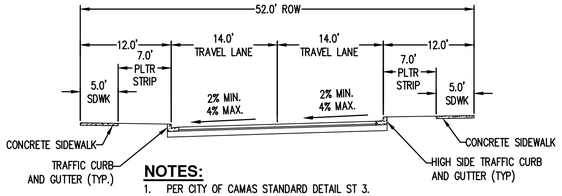
P4.2

AKS DRAWING FILE: 11021 P4.0 GRADING.DWG | LAYOUT: P4.2

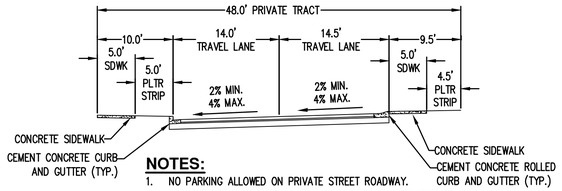


NOTES:

1. PER CITY OF CAMAS STANDARD DETAIL ST 3.
2. MINIMUM CURB RADIUS 25'.
3. PROPOSED STREETS ARE EITHER SHED LEFT OR SHED RIGHT.
4. PARKING ONLY ALLOWED ON ONE SIDE OF STREET.

2 LANE LOCAL (52' ROW) - SHED

N 88TH PLACE, N 87TH PLACE, N 86TH PLACE, N ALDER STREET.

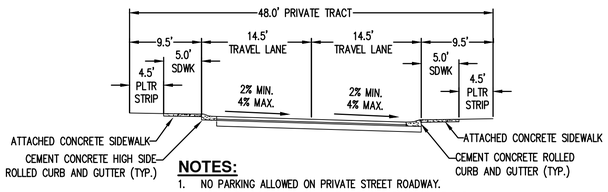


NOTES:

1. NO PARKING ALLOWED ON PRIVATE STREET ROADWAY.
2. ATTACHED SIDEWALKS TO HAVE A THICKENED EDGE AT THE ROLLED CURB.

PRIVATE STREET (48' PRIVATE TRACT) - SHED LEFT

N FAWN LOOP (STATION 10+39 TO 11+75)

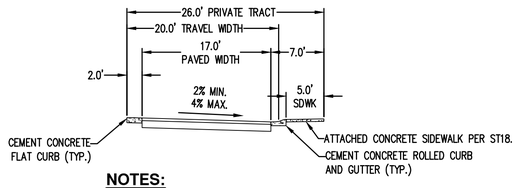


NOTES:

1. NO PARKING ALLOWED ON PRIVATE STREET ROADWAY.
2. ATTACHED SIDEWALKS TO HAVE A THICKENED EDGE AT THE ROLLED CURB.

PRIVATE STREET (48' PRIVATE TRACT) - SHED RIGHT

N FAWN LOOP (STATION 11+75 TO 14+00)



NOTES:

1. PROPOSED ALLEYS ARE EITHER SHED LEFT OR SHED RIGHT.
2. NO PARKING ALLOWED WITHIN ALLEY ROADWAYS.
3. ATTACHED SIDEWALKS TO HAVE A THICKENED EDGE AT THE ROLLED CURB.

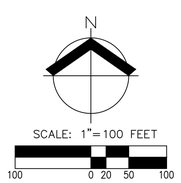
ALLEY (26' PRIVATE TRACT WIDTH) - SHED

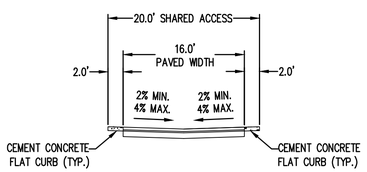
ALLEY 1, 2, 3 & 4.



KEY MAP

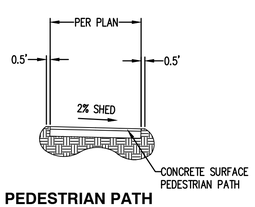






ALLEY (20' TRAVEL WIDTH)

TRACT G AND TRACT S



PEDESTRIAN PATH

GENERAL NOTES

1. PHASE 1 AND 2 OF THE PROPOSED DEVELOPMENT WILL GAIN ACCESS FROM NE 87TH AVENUE FROM THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT AND N 89TH AVENUE FROM THE THRIVE AT GREEN MOUNTAIN DEVELOPMENT. THE DEVELOPMENT WILL EXTEND N EAGLET STREET THROUGH THE SITE.
2. PHASE 3 OF THE PROPOSED DEVELOPMENT WILL ACCESS FROM THE N BOXWOOD STREET, WHICH IS CLASSIFIED AS A COLLECTOR STREET.

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PRELIMINARY STREET PLAN OVERVIEW
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P5.0

AKS DRAWING FILE: 11021 P5.0 STR.DWG | LAYOUT: P5.0

TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T1	175.00'	S56° 24' 18"W
T2	175.15'	S33° 35' 42"E
T3	308.76'	N77° 10' 15"E
T4	95.82'	N12° 49' 45"W
T5	420.45'	N33° 35' 43"W
T6	67.01'	N77° 10' 15"E
T7	17.99'	S73° 30' 37"E
T8	301.63'	N15° 56' 39"E
T9	45.60'	S88° 03' 51"W
T10	88.48'	S64° 58' 49"W
T11	276.81'	S56° 24' 18"W

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	39.00'	90°00'00"	61.26'	S11°24'18"W 55.15'
C2	100.00'	20°45'57"	36.24'	N23°12'43"W 36.05'
C3	373.00'	29°19'08"	190.87'	S88°10'11"E 188.79'
C4	39.00'	23°05'02"	15.71'	S76°31'20"W 15.61'
C5	150.00'	8°34'31"	22.45'	S60°41'33"W 22.43'





KEY MAP

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PRELIMINARY STREET PLAN (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	11021
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DESIGNED BY:	CJS
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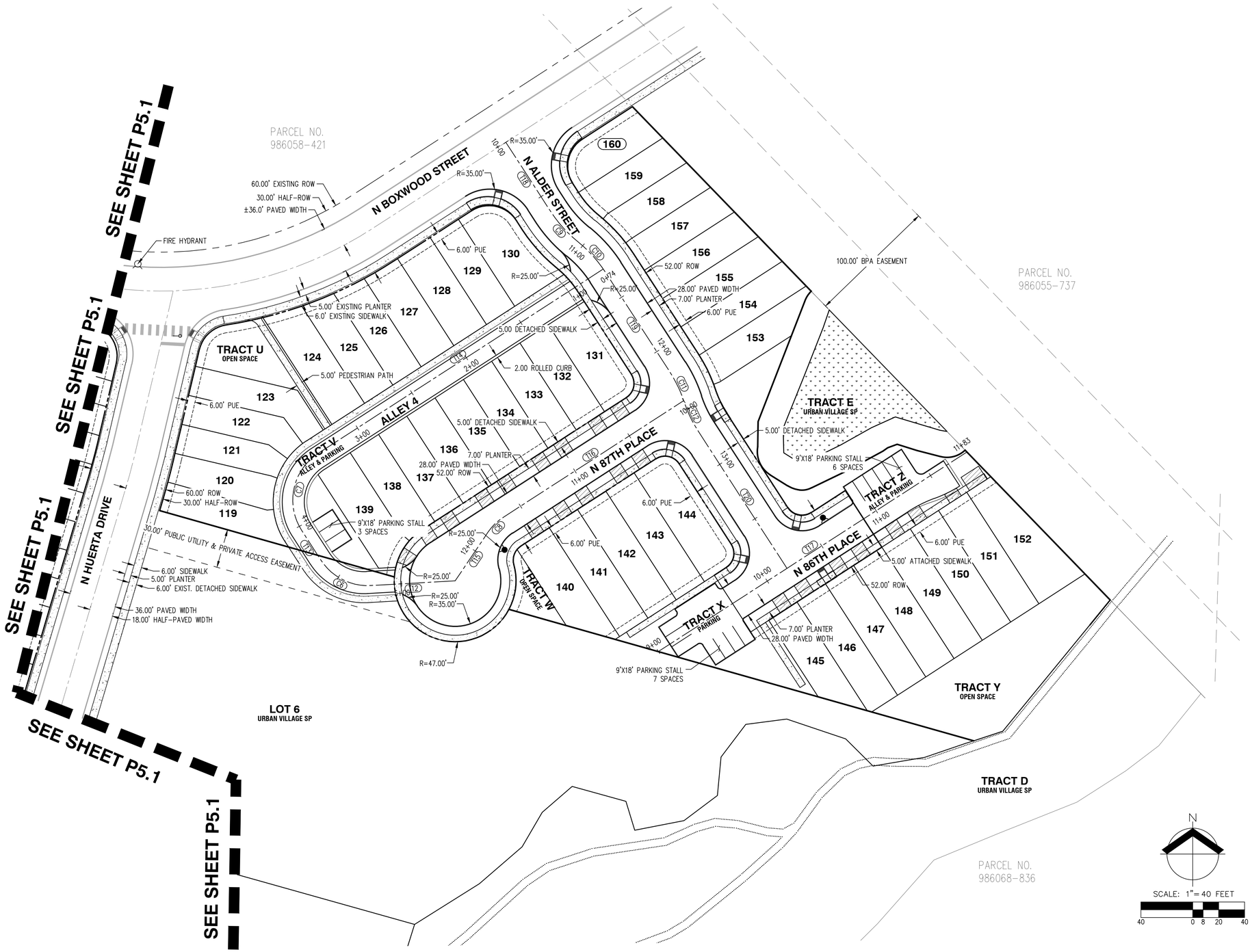
P5.1

AKS DRAWING FILE: 11021 P5.0 STR.DWG | LAYOUT: P5.1



TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T12	65.14'	S86° 49' 04"W
T13	27.36'	N32° 53' 50"W
T14	261.96'	N57° 06' 11"E
T15	45.60'	S34° 01' 09"W
T16	166.43'	S57° 06' 11"W
T17	283.42'	N57° 06' 11"E
T18	63.55'	S32° 53' 49"E
T19	91.43'	S32° 53' 49"E
T20	126.00'	S32° 53' 49"E

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C6	43.00'	60°17'04"	45.24'	N63°02'23"W 43.18'
C7	43.00'	90°00'02"	67.54'	N12°06'11"E 60.81'
C8	39.00'	23°05'02"	15.71'	S45°33'40"W 15.61'
C9	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C10	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C11	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'
C12	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'



KEY MAP

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PRELIMINARY STREET PLAN (EAST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

JOB NUMBER:	11021
DATE:	6/24/2025
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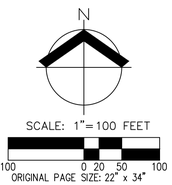
P5.2

AKS DRAWING FILE: 11021 P5.0 STR.DWG | LAYOUT: P5.2





GENERAL NOTES

1. RESIDENTIAL FIRE SPRINKLERS ARE REQUIRED IN ALL UNITS.
2. AN EXISTING 8" DI WATER MAIN IS LOCATED IN NE 87TH AVENUE, N 89TH AVENUE & N HUERTA DRIVE. WATER TO THIS DEVELOPMENT WILL BE SUPPLIED BY CONNECTION TO THESE MAINS, DESIGNED DURING FINAL ENGINEERING.
3. IN ADDITION TO THE EXISTING FIRE HYDRANTS LOCATED AT NE INGLE ROAD AND NE 87TH AVENUE AND EAST OF SITE ON N HUERTA DRIVE, PROPOSED FIRE HYDRANT LOCATIONS WILL BE LOCATED PER CDSM AND FMO THROUGHOUT THE PROPOSED DEVELOPMENT.
4. IRRIGATION METERS WILL BE OWNED BY HOA.
5. SEE SHEETS P7.0 – P7.1 FOR STORMWATER DESIGN.
6. VERIFICATION OF WATER PRESSURE AND AVAILABILITY TO BE COORDINATED WITH THE STAFF.
7. PRELIMINARY UTILITY SIZING LISTED BELOW TO BE FINALIZED DURING FINAL ENGINEERING:
   WATER MAIN: 8" MIN. DIAMETER
   SINGLE-FAMILY WATER SERVICES: 1" DIAMETER
   MULTI-FAMILY AND MIXED USE WATER SERVICES: 1" MIN. DIAMETER
   FIRE HYDRANT LEADS: 6" MIN. DIAMETER
   GRAVITY SANITARY SEWER MAIN: 8" DIAMETER
   SINGLE-FAMILY GRAVITY SANITARY SEWER LATERALS: 6" DIAMETER
   STORM MAIN: 12" MIN. DIAMETER
   CATCH BASIN LEADS: 10" MIN. DIAMETER
   SINGLE-FAMILY STORM LATERALS: 6" DIAMETER



KEY MAP

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PRELIMINARY COMPOSITE UTILITY PLAN OVERVIEW

LACAMAS VILLAGE

WOLLAM & ASSOCIATES

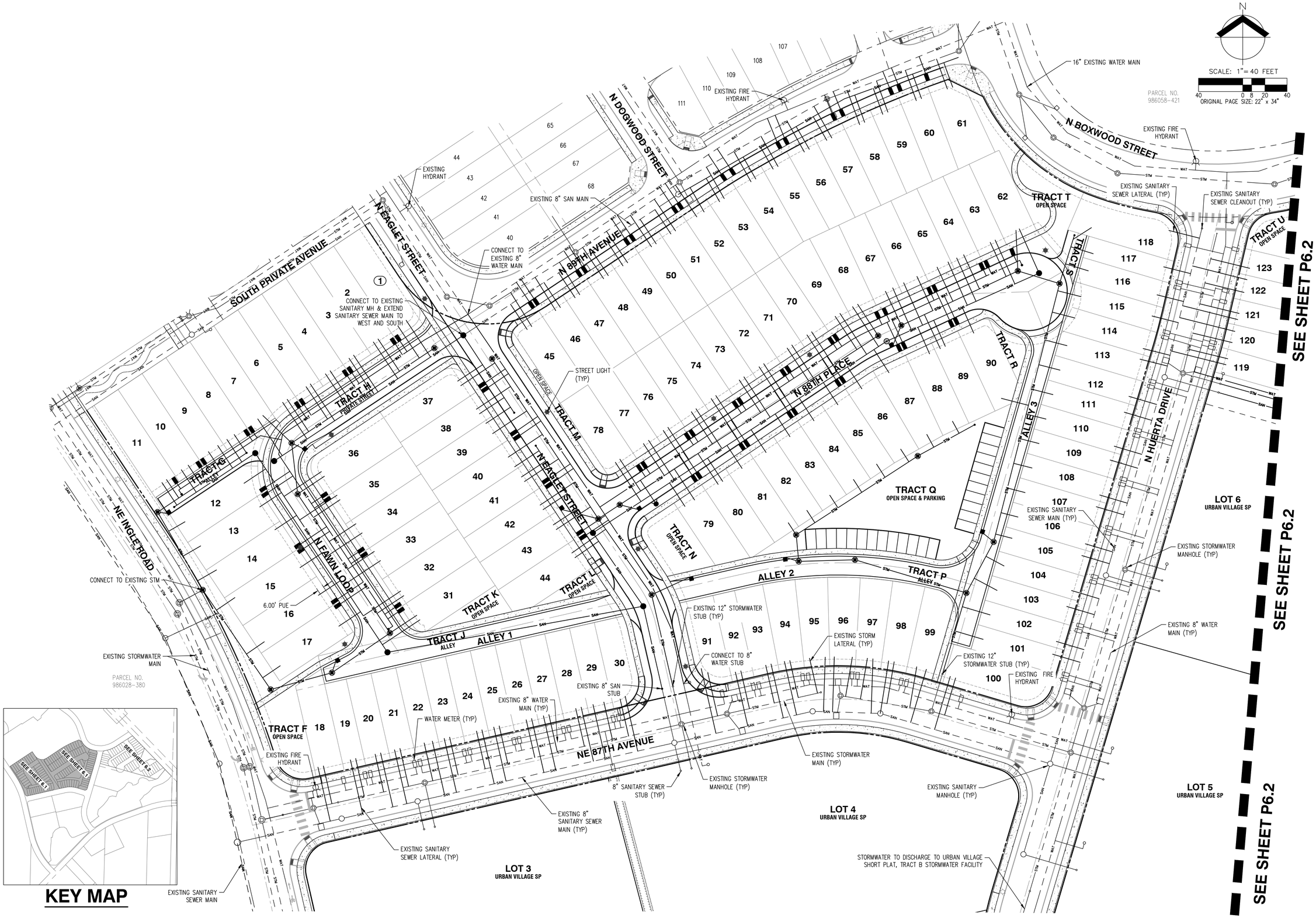
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P6.0

AKS DRAWING FILE: 11021 P6.0 UTILITY.DWG | LAYOUT: P6.0



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PRELIMINARY COMPOSITE UTILITY PLAN (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	11021
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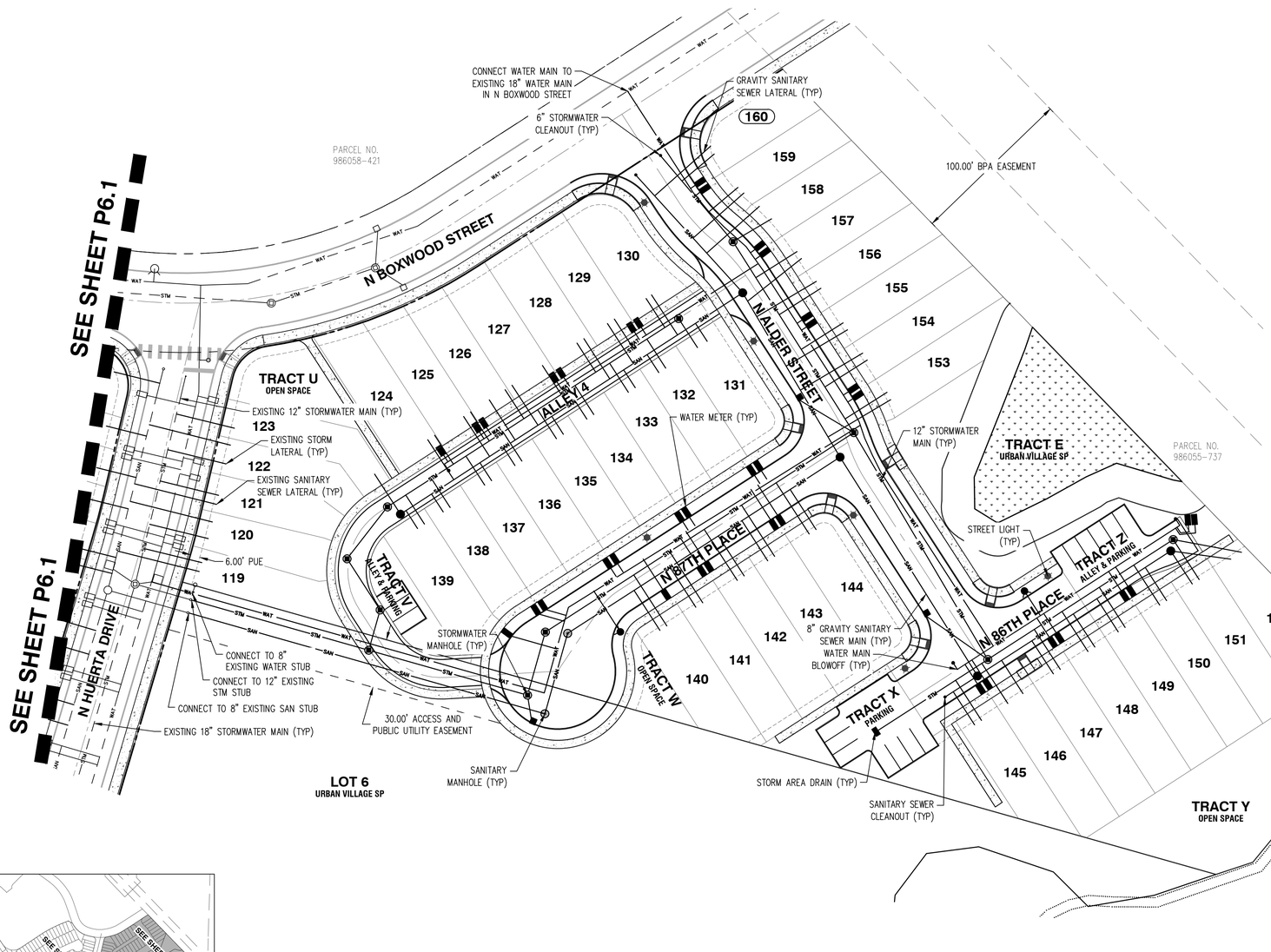
P6.1

AKS DRAWING FILE: 11021 P6.0 UTILITY.DWG | LAYOUT: P6.1



GENERAL NOTES

1. RESIDENTIAL FIRE SPRINKLERS ARE REQUIRED IN ALL UNITS.
2. AN EXISTING 8" DI WATER MAIN IS LOCATED IN NE 87TH AVENUE, N 89TH AVENUE & N HUERTA DRIVE. WATER TO THIS DEVELOPMENT WILL BE SUPPLIED BY CONNECTION TO THESE MAINS, DESIGNED DURING FINAL ENGINEERING.
3. IN ADDITION TO THE EXISTING FIRE HYDRANTS LOCATED AT NE INGLE ROAD AND NE 87TH AVENUE AND EAST OF SITE ON N HUERTA DRIVE, PROPOSED FIRE HYDRANT LOCATIONS WILL BE LOCATED PER CDSM AND FMO THROUGHOUT THE PROPOSED DEVELOPMENT.
4. IRRIGATION METERS WILL BE OWNED BY HOA.
5. SEE SHEETS P7.0 – P7.1 FOR STORMWATER DESIGN.
6. VERIFICATION OF WATER PRESSURE AND AVAILABILITY TO BE COORDINATED WITH THE STAFF.
7. PRELIMINARY UTILITY SIZING LISTED BELOW TO BE FINALIZED DURING FINAL ENGINEERING:
   WATER MAIN: 8" MIN. DIAMETER
   SINGLE-FAMILY WATER SERVICES: 1" DIAMETER
   MULTI-FAMILY AND MIXED USE WATER SERVICES: 1" MIN. DIAMETER
   FIRE HYDRANT LEADS: 6" MIN. DIAMETER
   GRAVITY SANITARY SEWER MAIN: 8" DIAMETER
   SINGLE-FAMILY GRAVITY SANITARY SEWER LATERALS: 6" DIAMETER
   STORM MAIN: 12" MIN. DIAMETER
   CATCH BASIN LEADS: 10" MIN. DIAMETER
   SINGLE-FAMILY STORM LATERALS: 6" DIAMETER

N

SCALE: 1"= 40 FEET

40 0 8 20 40

ORIGINAL PAGE SIZE: 22" x 34"



KEY MAP

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P6.2

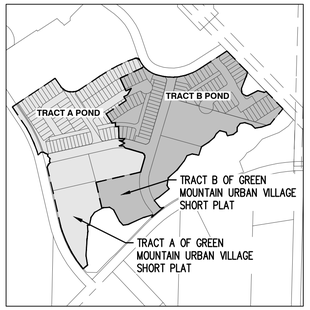
AKS DRAWING FILE: 11021 P6.0 UTILITY.DWG | LAYOUT: P6.2

GENERAL NOTES

1. CONTOUR INTERVAL IS 1 FOOT.
2. TREES ARE NOT SHOWN.
3. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THIS DEVELOPMENT HAVE BEEN DESIGNED AND CONSTRUCTED WITH THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02). EXISTING FACILITIES WILL BE OWNED AND MAINTAINED BY THE HOA.
4. ACCORDING TO CLARK COUNTY GIS, THE SITE IS NOT WITHIN OR ADJACENT TO A 100-YEAR FLOODPLAIN OR SHORELINE MANAGEMENT AREA.
5. THERE ARE NO KNOWN EXISTING ON-SITE STORMWATER FACILITIES.
6. EXISTING DRAINAGE FLOW ROUTES ARE TO THE SOUTH AND WEST TOWARDS EXISTING STORMWATER FACILITIES INSTALLED WITH THE URBAN VILLAGE SHOR PLAT.
7. PROPOSED DRAINAGE FLOW ROUTES TO FOLLOW EXISTING FLOW ROUTES TO EXTENT POSSIBLE, WITH STORMWATER DISCHARGED FROM STORMWATER FACILITIES INTO EXISTING DITCHES TO THE WEST ALONF NE GOODWIN ROAD
8. ROOF AREAS FOR ALL LOTS DRAIN TO A STORMWATER LATERAL.
9. PRELIMINARY STORM SIZING LISTED BELOW TO BE FINALIZED DURING FINAL ENGINEERING:
   STORM MAIN: 12" MIN. DIAMETER
   CATCH BASIN LEADS: 10" MIN. DIAMETER
   SINGLE-FAMILY STORM LATERALS: 6" DIAMETER

LEGEND

EXISTING GROUND CONTOUR (1 FT)	352
EXISTING GROUND CONTOUR (5 FT)	350
FINISHED GRADE CONTOUR (1 FT)	352
FINISHED GRADE CONTOUR (5 FT)	350
DRAINAGE FLOW DIRECTION	
DISTURBED LIMITS	



STORMWATER BASIN OVERVIEW MAP

N.T.S

PRELIMINARY STORMWATER PLAN (WEST)

LACAMAS VILLAGE

WOLLAM & ASSOCIATES

CAMAS, WASHINGTON

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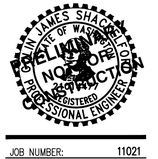

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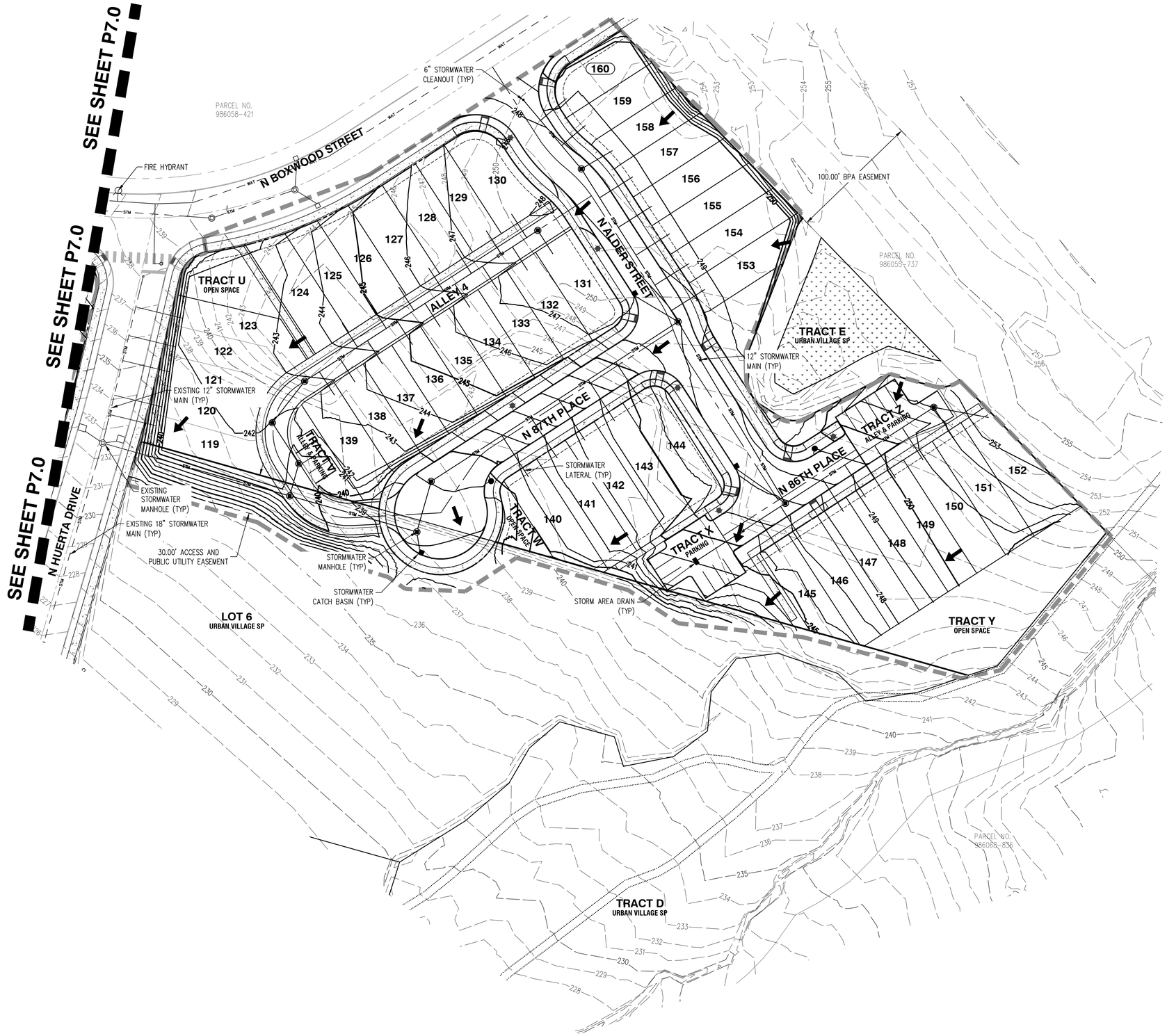
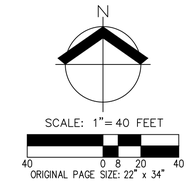
P7.0

AKS DRAWING FILE: 11021 P7.0 STORM.DWG | LAYOUT: P7.0



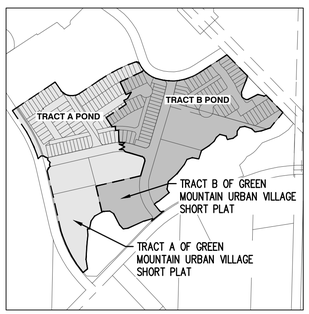


LEGEND

EXISTING GROUND CONTOUR (1 FT)	352
EXISTING GROUND CONTOUR (5 FT)	350
FINISHED GRADE CONTOUR (1 FT)	352
FINISHED GRADE CONTOUR (5 FT)	350
DRAINAGE FLOW DIRECTION	→
DISTURBED LIMITS	

GENERAL NOTES

1. CONTOUR INTERVAL IS 1 FOOT.
2. TREES ARE NOT SHOWN.
3. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THIS DEVELOPMENT HAVE BEEN DESIGNED AND CONSTRUCTED WITH THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02). EXISTING FACILITIES WILL BE OWNED AND MAINTAINED BY THE HOA.
4. ACCORDING TO CLARK COUNTY GIS, THE SITE IS NOT WITHIN OR ADJACENT TO A 100-YEAR FLOODPLAIN OR SHORELINE MANAGEMENT AREA.
5. THERE ARE NO KNOWN EXISTING ON-SITE STORMWATER FACILITIES.
6. EXISTING DRAINAGE FLOW ROUTES ARE TO THE SOUTH AND WEST TOWARDS EXISTING STORMWATER FACILITIES INSTALLED WITH THE URBAN VILLAGE SHOR PLAT.
7. PROPOSED DRAINAGE FLOW ROUTES TO FOLLOW EXISTING FLOW ROUTES TO EXTENT POSSIBLE, WITH STORMWATER DISCHARGED FROM STORMWATER FACILITIES INTO EXISTING DITCHES TO THE WEST ALONF NE GOODWIN ROAD
8. ROOF AREAS FOR ALL LOTS DRAIN TO A STORMWATER LATERAL.
9. PRELIMINARY STORM SIZING LISTED BELOW TO BE FINALIZED DURING FINAL ENGINEERING:
   STORM MAIN: 12" MIN. DIAMETER
   CATCH BASIN LEADS: 10" MIN. DIAMETER
   SINGLE-FAMILY STORM LATERALS: 6" DIAMETER



STORMWATER BASIN OVERVIEW MAP

N.T.S

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PRELIMINARY STORMWATER PLAN (EAST)

LACAMAS VILLAGE

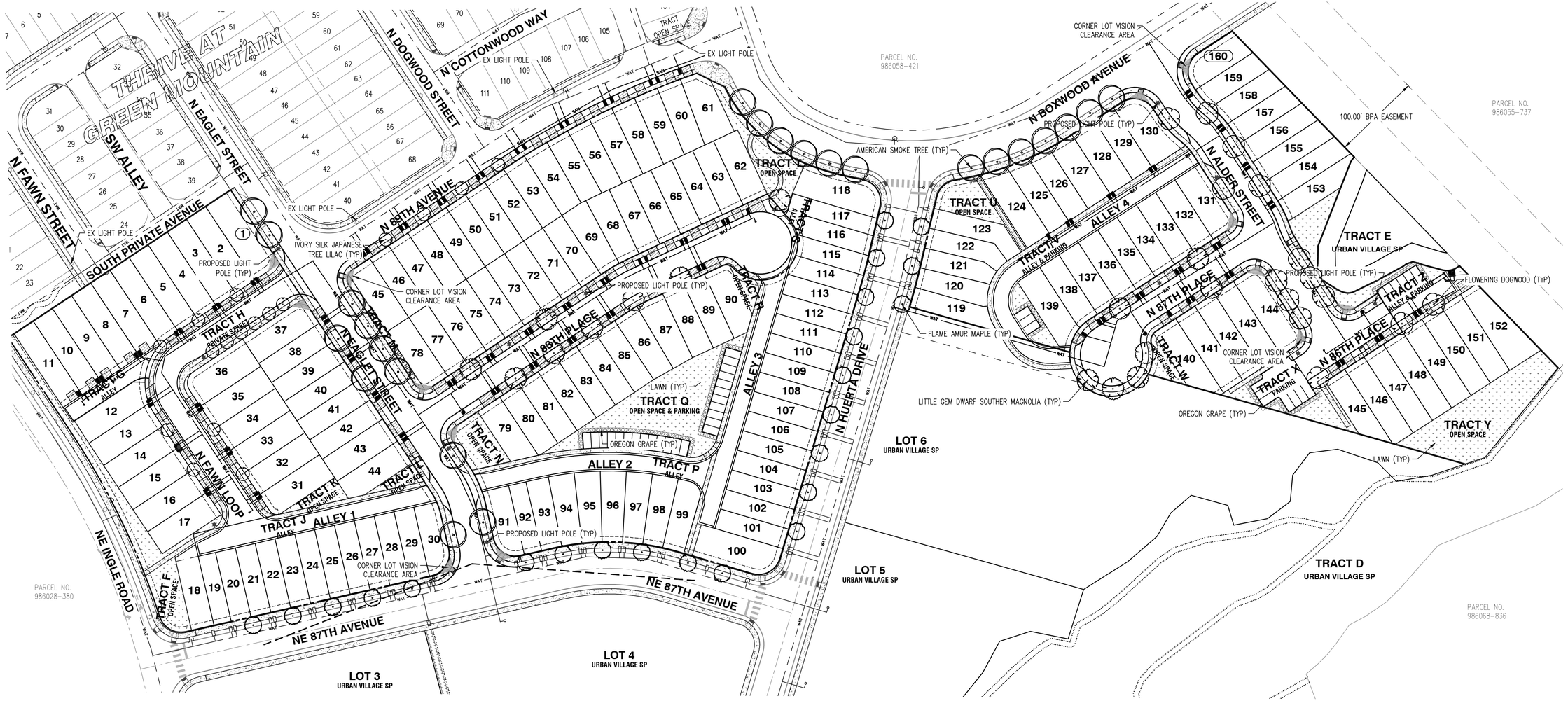
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P7.1

AKS DRAWING FILE: 11021 P7.0 STORM.DWG | LAYOUT: P7.1





KEY MAP

PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
TREES					
	23	ACER GINNALA 'FLAME'	FLAME AMUR MAPLE	1 GAL. CONT.	
	14	CORNUS FLORIDA	FLOWERING DOGWOOD	1 GAL. CONT.	
	24	COTINUS OBOVATUS	AMERICAN SMOKE TREE	1 GAL. CONT.	
	15	MAGNOLIA GRANDIFLORA 'LITTLE GEM'	LITTLE GEM DWARF SOUTHERN MAGNOLIA	1 GAL. CONT.	
	17	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK JAPANESE TREE LILAC	1 GAL. CONT.	
SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
SHRUBS					
	149	BERBERIS AQUIFOLIUM	OREGON GRAPE	2 GAL. CONT.	48" o.c.
SYMBOL	QTY	DESCRIPTION		SIZE/CONTAINER	
GROUND COVERS					
	52,399 SF	LAWN		SEED	

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, 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.
7. TREES SHALL BE PLANTED ON LOTS TO MAKE UP THE DIFFERENCE NEEDED TO MEET THE TREE UNIT REQUIREMENTS.

N

SCALE: 1"=60 FEET

60 0 12 30 60

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PRELIMINARY OVERALL LANDSCAPE PLAN

LACAMAS VILLAGE

WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BALL
PRELIMINARY
NOT FOR CONSTRUCTION
EXP. 12/21/2026
LICENSED LANDSCAPE ARCHITECT

JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	TEB
DRAWN BY:	TEB
CHECKED BY:	CJS

P8.0

AKS DRAWING FILE: 11021 P8.0 LANDLDWG | LAYOUT: P8.0





KEY MAP

GENERAL NOTE

1. REFER TO SHEET P8.0 FOR PRELIMINARY PLANT SCHEDULE AND NOTES.

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PRELIMINARY LANDSCAPE PLAN (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BAIRD
LICENSED LANDSCAPE ARCHITECT
PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	TEB
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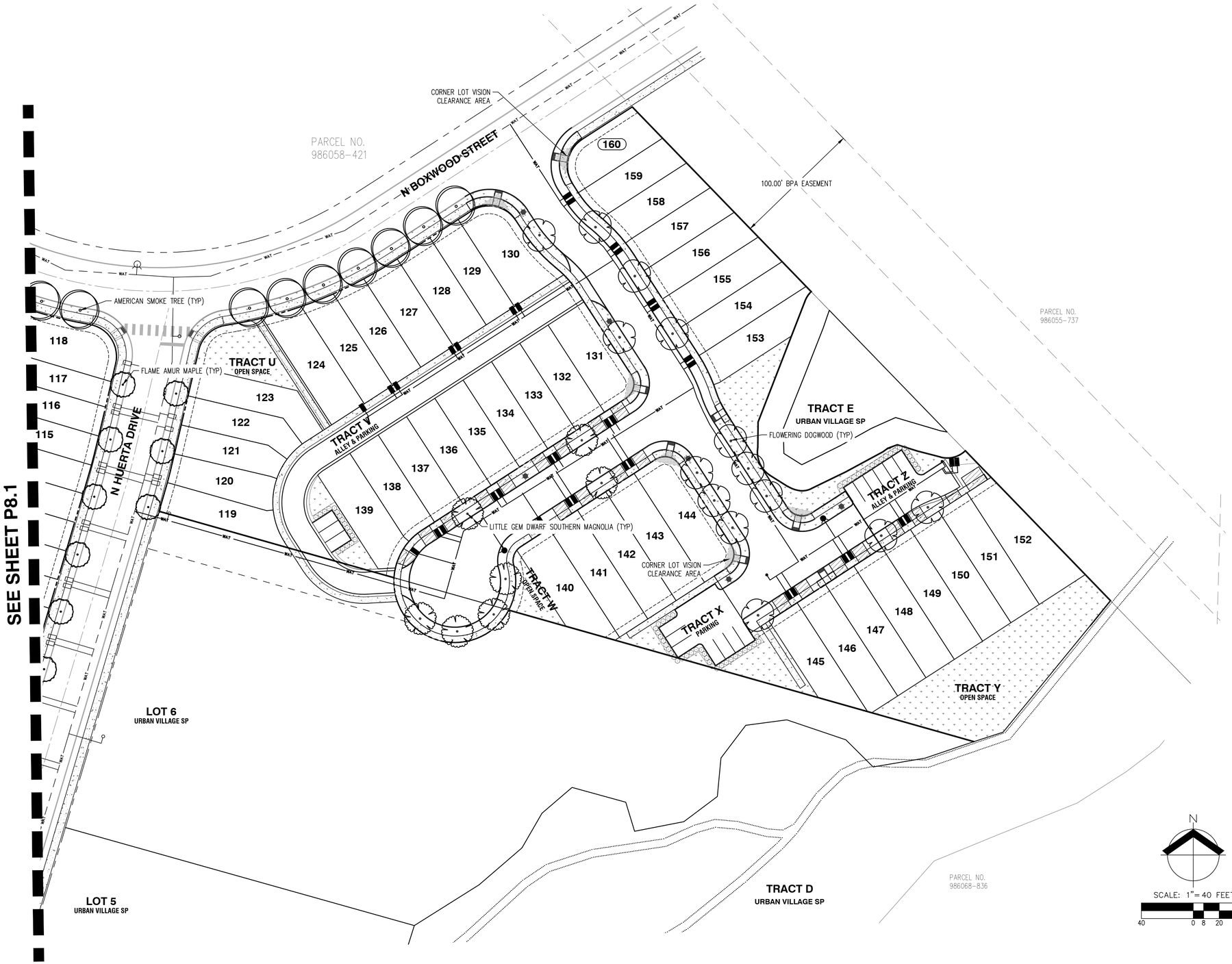
CHECKED BY:	CJS

P8.1

AKS DRAWING FILE: 11021 P8.0 LAND.DWG | LAYOUT: P8.1





KEY MAP

GENERAL NOTE

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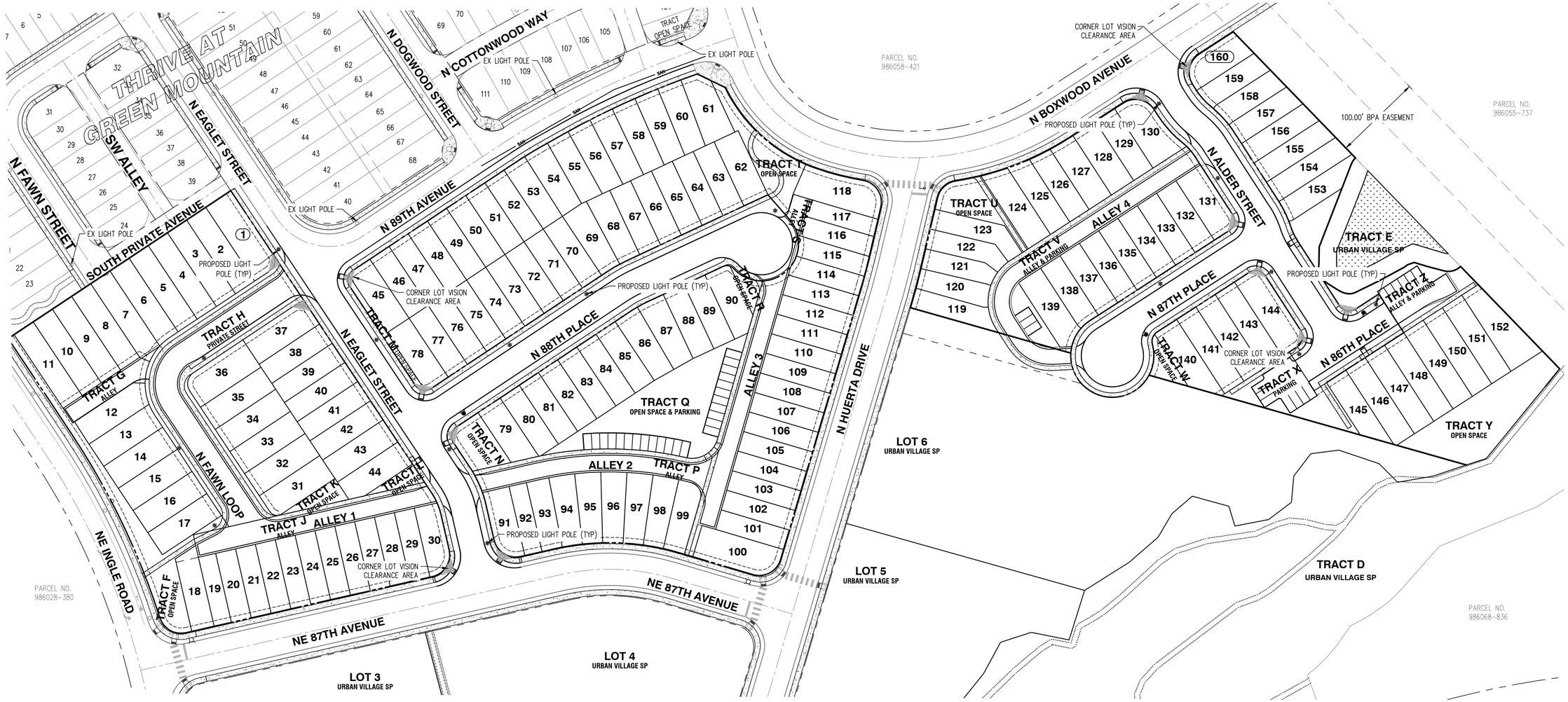
PRELIMINARY LANDSCAPE PLAN (EAST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BAIN
NOT FOR CONSTRUCTION
LICENSED LANDSCAPE ARCHITECT
PRELIMINARY
NOT FOR CONSTRUCTION

JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	TEB
DRAWN BY:	TEB
CHECKED BY:	CJS

P8.2

AKS DRAWING FILE: 11021 P8.0 LAND.DWG | LAYOUT: P8.2





KEY MAP

N

SCALE: 1"=60 FEET

60 0 12 30 60

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PRELIMINARY OVERALL LIGHTING PLAN

LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

PRELIMINARY
NOT FOR CONSTRUCTION

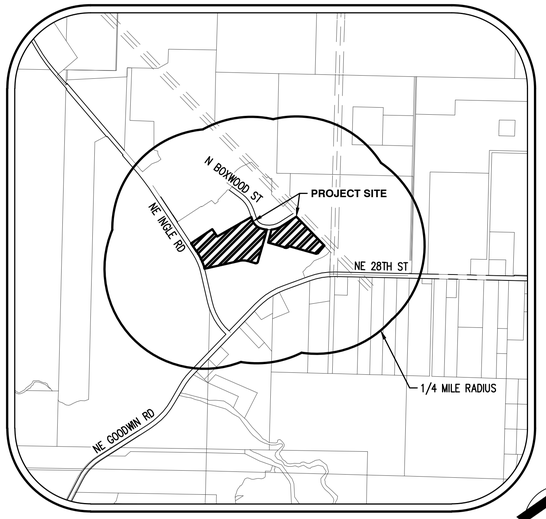
JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P9.0

AKS DRAWING FILE: 11021 P9.0 LANDLDWG | LAYOUT: P9.0

LACAMAS VILLAGE

TYPE III SUBDIVISION PLANS



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		A
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		
GUTTER		
EASEMENT		
FENCE LINE		
GRAVEL EDGE		
POWER LINE	PWR	PWR
OVERHEAD WIRE	OHW	OHW
COMMUNICATIONS LINE	COM	COM
FIBER OPTIC LINE	OFO	OFO
GAS LINE	GAS	GAS
STORM DRAIN LINE	STM	STM
SANITARY SEWER LINE	SAN	SAN
WATER LINE	WAT	WAT
RECLAIMED WATER LINE	NPWAT	NPWAT

SITE MAP
N.T.S

SHEET INDEX

P1.0 COVER SHEET
P2.0 OVERALL PRELIMINARY EXISTING CONDITIONS
P2.1 PRELIMINARY EXISTING CONDITIONS (WEST)
P2.2 PRELIMINARY EXISTING CONDITIONS (EAST)
P3.0 OVERALL PRELIMINARY PLAT OVERVIEW
P3.1 PRELIMINARY PLAT (WEST)
P3.2 PRELIMINARY PLAT (EAST)
P4.0 OVERALL PRELIMINARY GRADING AND ESC PLAN
P4.1 PRELIMINARY GRADING AND ESC PLAN (WEST)
P4.2 PRELIMINARY GRADING AND ESC PLAN (EAST)
P5.0 PRELIMINARY STREET PLAN OVERVIEW
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P7.1 PRELIMINARY STORMWATER PLAN (EAST)
P8.0 PRELIMINARY OVERALL HOUSING TYPE & PHASING PLAN
P9.0 PRELIMINARY OVERALL PARKING PLAN
P10.0 PRELIMINARY OVERALL LANDSCAPE PLAN
P10.1 PRELIMINARY LANDSCAPE PLAN (WEST)
P10.2 PRELIMINARY LANDSCAPE PLAN (EAST)
P11.0 PRELIMINARY OVERALL LIGHTING PLAN

BASIS OF DESIGN ASSUMPTION

THE LACAMAS VILLAGE SUBDIVISION (PA24-13) DESIGN ASSUMPTION IS THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN.

APPLICANT
WOLLAM & ASSOCIATES
CONTACT: TERRY WOLLAM
7701 NE GREENWOOD DRIVE, SUITE 100
VANCOUVER, WA 98662
PH: 360-798-5820
E-MAIL: TERRY@WOLLAMASSOCIATES.COM

OWNER
TERRELL & ASSOCIATES LLC.
CONTACT: JOHN SCHMIDT
17933 NW EVERGREEN PL, SUITE 300
BEAVERTON, OR 97006
PH: 503-597-7100
EMAIL: JOHN.SCHMIDT@METLANDGROUP.COM

CONTACT/ENGINEERING/ PLANNING/SURVEYING/ LANDSCAPE ARCHITECT
AKS ENGINEERING & FORESTRY, LLC.
CONTACT: MICHAEL ANDREOTTI
9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
PH: 360-882-0419
FAX: 360-882-0426
E-MAIL: ANDREOTTIM@AKS-ENG.COM

PROPERTY DESCRIPTION
LOCATED IN THE NORTHWEST 1/4 SECTION 20 AND 21, TOWNSHIP 2 NORTH, RANGE 3 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON.
PROPERTY SERIAL #'S 172559-000, 986037-656.

PROPERTY LOCATION
NE QUADRANT OF THE INTERSECTION OF NE INGLE ROAD AND NE GOODWIN ROAD.

EXISTING LAND USE/ZONE
VACANT LAND; ZONED CC, R-6, MF-10.

PROJECT PURPOSE
PHASED DEVELOPMENT OF LOTS 1, 2, & 7 OF THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT. DEVELOPMENT INCLUDES 46 ATTACHED SINGLE-FAMILY LOTS AND 114 DETACHED SINGLE-FAMILY LOTS, ALONG WITH ASSOCIATED ROADS AND OTHER SITE IMPROVEMENTS, WITHIN THREE PHASES.

SITE AREA
LOT 1: ±3.48 AC (±151,416 SF)
LOT 2: ±5.22 AC (±227,625 SF)
LOT 7: ±4.00 AC (±174,288 SF)
TOTAL LOT AREA: ±12.70 AC (±553,329 SF)

VERTICAL DATUM
ELEVATIONS SHOWN HEREON ARE NGVD29(47) A.K.A. CLARK COUNTY VERTICAL DATUM BASED ON TIES TO CLARK COUNTY BENCHMARKS:
LACAMAS-9, A CONCRETE MONUMENT WITH BRASS DISK, 25' NE OF CL OF BPA LINES OPPOSITE DRIVEWAY TO HOUSE #21917, 28' NORTH OF CL NE 28TH STREET.
ELEVATION = 255.58
LACAMAS-8, A BRASS DISK IN SE CORNER OF WINGWALL OVER LACAMAS CREEK. ELEVATION = 191.33

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COVER SHEET
LACAMAS VILLAGE
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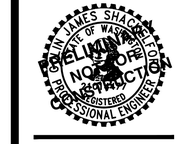

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CHECKED BY:	CJS

P1.0

AKS DRAWING FILE: 11021 P1.0 COVERLDWG | LAYOUT: P1.0



EXISTING CONDITIONS NOTES:

1. THE SITE CONSISTS OF LOTS 1, 2, & 7 OF THE URBAN VILLAGE SHORT PLAT (CITY FILE NUMBER: SP20-02/ FINAL PLAT FP21-04)
2. TOTAL SITE AREA IS ±33.69 ACRES (1,479,298 SQUARE FEET). LOTS 1, 2, & 7 ARE ±12.70 ACRES (±553,329 SQUARE FEET)
   - LOT 1: ±3.48 AC (±151,416 SQUARE FEET)
   - LOT 2: ±5.22 AC (±227,625 SQUARE FEET)
   - LOT 7: ±4.00 AC (±174,288 SQUARE FEET)
3. CONTOURS SHOWN ARE AT 1 FOOT INTERVAL.
4. THIS EXISTING CONDITIONS PLAN ASSUMES THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT IS APPROVED AND IN CONSTRUCTION, OR HAS BEEN CONSTRUCTED PRIOR TO FINAL ENGINEERING APPROVAL.
5. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO WATERCOURSES IDENTIFIED ON SITE.
6. ACCORDING TO CLARK COUNTY GIS, THERE IS NO ORDINARY HIGH WATER MARK ON SITE.
7. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO FLOODPLAINS, FLOOD FRINGE, OR FLOODWAY ON SITE.
8. ACCORDING TO CLARK COUNTY GIS, THE SITE DOES NOT CONTAIN SHORELINES OF THE STATE.
9. NO WETLANDS EXIST ON SITE. WETLANDS EXIST ADJACENT TO THE SITE AND HAVE BEEN ADDRESSED WITH THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02).
10. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO UNSTABLE SLOPES OR LANDSLIDE HAZARD AREAS ON SITE.
11. PRIORITY HABITAT AND SPECIES DO NOT EXIST ON-SITE. ANY CRITICAL AREAS ADJACENT TO THE SITE HAVE BEEN ADDRESSED WITH GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02).
12. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO SIGNIFICANT HISTORIC SITES OR RESOURCES IDENTIFIED ON SITE.
13. NO STRUCTURES EXIST ON SITE.
14. EASEMENTS ARE SHOWN ON PLANS.
15. NE 87TH AVENUE, NE INGLE ROAD, NE 28TH STREET, N HUERTA DRIVE, N BOXWOOD STREET, N EAGLET STREET, AND N 89TH AVENUE ARE PUBLIC STREETS THAT HAVE ASPHALT SURFACING.
16. THERE ARE EXISTING PEDESTRIAN FACILITIES WITHIN 100 FEET OF THE SITE AND ARE SHOWN ON SHEETS P2.0-P2.2.
17. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO TRANSIT ROUTES WITHIN 600 FEET OF THE SITE. THE NEAREST STOP IS LOCATED ON NE 162ND AVENUE AND IS APPROXIMATELY ±2.46 MILES TO THE WEST OF THE SITE.
18. THE NEAREST FIRE HYDRANTS ARE LOCATED ON NE 87TH AVENUE AT NE INGLE ROAD INTERSECTION, N HUERTA DRIVE INTERSECTION, N EAGLET STREET, AND N 89TH AVENUE. EXISTING FIRE HYDRANTS ARE SHOWN ON SHEETS P2.0-P2.2.
19. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO EXISTING SEPTIC SYSTEMS OR WELLS EXIST ON SITE.
20. LOTS 1, 2, & 7 OF URBAN VILLAGE SHORT PLAT DIMENSIONS AND AREAS TO FOLLOW FINAL RECORDED SHORT PLAT.

LEGEND

	EXISTING		EXISTING
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
SANITARY SEWER CLEAN OUT	○	POWER JUNCTION BOX	A
SANITARY SEWER MANHOLE	◯	POWER PEDESTAL	□
SIGN	-▫-	COMMUNICATIONS VAULT	C
STREET LIGHT	☼	COMMUNICATIONS JUNCTION BOX	△
MAILBOX	MB	COMMUNICATIONS RISER	⬠

	EXISTING
RIGHT-OF-WAY LINE	
BOUNDARY LINE	
PROPERTY LINE	
CENTERLINE	
DITCH	
CURB	
EDGE OF PAVEMENT	
EASEMENT	
FENCE LINE	
GRAVEL EDGE	
POWER LINE	PWR
OVERHEAD WIRE	OHW
COMMUNICATIONS LINE	COM
FIBER OPTIC LINE	CFO
GAS LINE	GAS
STORM DRAIN LINE	STM
SANITARY SEWER LINE	SAN
WATER LINE	WAT
RECLAIMED WATER LINE	NPWAT

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.



KEY MAP

N

SCALE: 1"=100 FEET

100 0 20 50 100

ORIGINAL PAGE SIZE: 22" x 34"

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OVERALL PRELIMINARY EXISTING CONDITIONS

LACAMAS VILLAGE

WOLLAM & ASSOCIATES

CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P2.0

AKS DRAWING FILE: 11021 P2.0 EXCONLDWG | LAYOUT: P2.0

EXISTING CONDITIONS NOTES:

1. THE SITE CONSISTS OF LOTS 1, 2, & 7 OF THE URBAN VILLAGE SHORT PLAT (CITY FILE NUMBER: SP20-02/ FINAL PLAT FP21-04)
2. TOTAL SITE AREA IS ±33.69 ACRES (1,479,298 SQUARE FEET). LOTS 1, 2, & 7 ARE ±12.70 ACRES (±553,329 SQUARE FEET)
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5. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO WATERCOURSES IDENTIFIED ON SITE.
6. ACCORDING TO CLARK COUNTY GIS, THERE IS NO ORDINARY HIGH WATER MARK ON SITE.
7. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO FLOODPLAINS, FLOOD FRINGE, OR FLOODWAY ON SITE.
8. ACCORDING TO CLARK COUNTY GIS, THE SITE DOES NOT CONTAIN SHORELINES OF THE STATE.
9. NO WETLANDS EXIST ON SITE. WETLANDS EXIST ADJACENT TO THE SITE AND HAVE BEEN ADDRESSED WITH THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02).
10. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO UNSTABLE SLOPES OR LANDSLIDE HAZARD AREAS ON SITE.
11. PRIORITY HABITAT AND SPECIES DO NOT EXIST ON-SITE. ANY CRITICAL AREAS ADJACENT TO THE SITE HAVE BEEN ADDRESSED WITH GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02).
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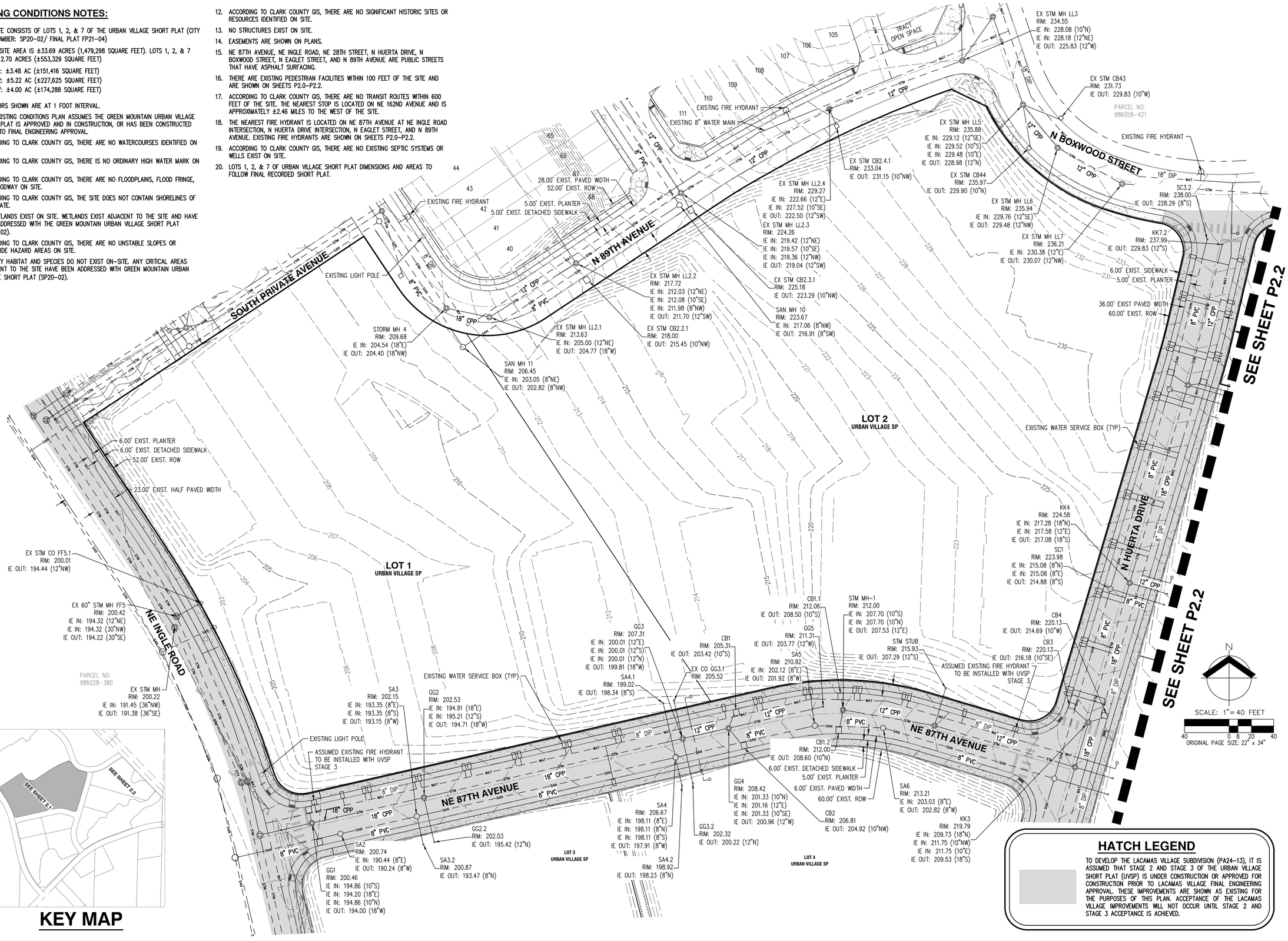
13. NO STRUCTURES EXIST ON SITE.
14. EASEMENTS ARE SHOWN ON PLANS.
15. NE 87TH AVENUE, NE INGLE ROAD, NE 28TH STREET, N HUERTA DRIVE, N BOXWOOD STREET, N EAGLET STREET, AND N 89TH AVENUE ARE PUBLIC STREETS THAT HAVE ASPHALT SURFACING.
16. THERE ARE EXISTING PEDESTRIAN FACILITIES WITHIN 100 FEET OF THE SITE AND ARE SHOWN ON SHEETS P2.0–P2.2.
17. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO TRANSIT ROUTES WITHIN 600 FEET OF THE SITE. THE NEAREST STOP IS LOCATED ON NE 162ND AVENUE AND IS APPROXIMATELY ±2.46 MILES TO THE WEST OF THE SITE.
18. THE NEAREST FIRE HYDRANT IS LOCATED ON NE 87TH AVENUE AT NE INGLE ROAD INTERSECTION, N HUERTA DRIVE INTERSECTION, N EAGLET STREET, AND N 89TH AVENUE. EXISTING FIRE HYDRANTS ARE SHOWN ON SHEETS P2.0–P2.2.
19. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO EXISTING SEPTIC SYSTEMS OR WELLS EXIST ON SITE.
20. LOTS 1, 2, & 7 OF URBAN VILLAGE SHORT PLAT DIMENSIONS AND AREAS TO FOLLOW FINAL RECORDED SHORT PLAT.



KEY MAP

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

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PRELIMINARY EXISTING CONDITIONS (WEST)

LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P2.1

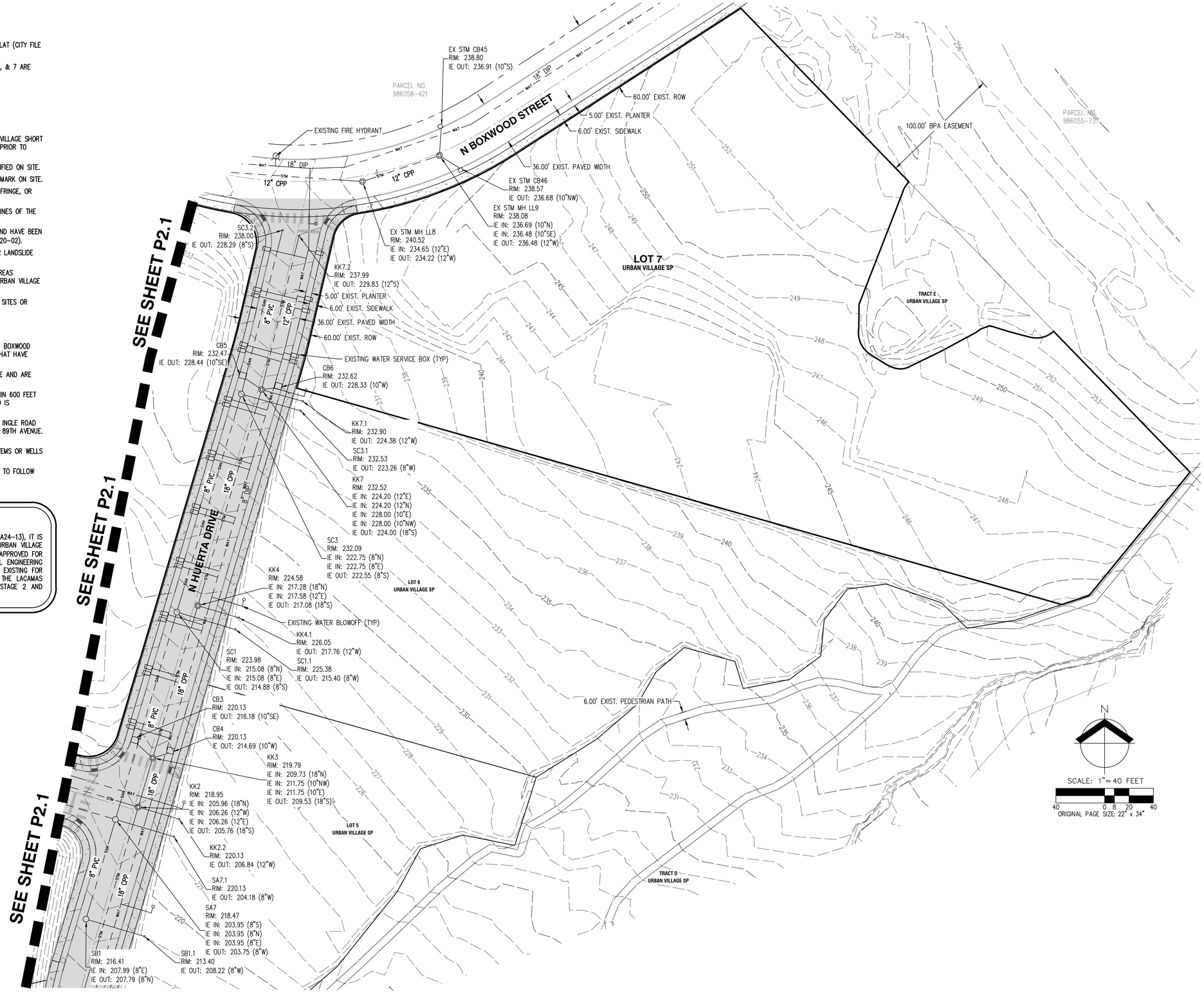
AKS DRAWING FILE: 11021 P2.0 EXCONLDWG | LAYOUT: P2.1

EXISTING CONDITIONS NOTES:

1. THE SITE CONSISTS OF LOTS 1, 2, & 7 OF THE URBAN VILLAGE SHORT PLAT (CITY FILE NUMBER: SP20-02/ FINAL PLAT FP21-04)
2. TOTAL SITE AREA IS ±33.69 ACRES (1,479,298 SQUARE FEET). LOTS 1, 2, & 7 ARE ±12.70 ACRES (±553,329 SQUARE FEET)
   - LOT 1: ±3.48 AC (±151,416 SQUARE FEET)
   - LOT 2: ±5.22 AC (±227,625 SQUARE FEET)
   - LOT 7: ±4.00 AC (±174,288 SQUARE FEET)
3. CONTOURS SHOWN ARE AT 1 FOOT INTERVAL.
4. THIS EXISTING CONDITIONS PLAN ASSUMES THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT IS APPROVED AND IN CONSTRUCTION, OR HAS BEEN CONSTRUCTED PRIOR TO FINAL ENGINEERING APPROVAL.
5. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO WATERCOURSES IDENTIFIED ON SITE.
6. ACCORDING TO CLARK COUNTY GIS, THERE IS NO ORDINARY HIGH WATER MARK ON SITE.
7. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO FLOODPLAINS, FLOOD FRINGE, OR FLOODWAY ON SITE.
8. ACCORDING TO CLARK COUNTY GIS, THE SITE DOES NOT CONTAIN SHORELINES OF THE STATE.
9. NO WETLANDS EXIST ON SITE. WETLANDS EXIST ADJACENT TO THE SITE AND HAVE BEEN ADDRESSED WITH THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02).
10. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO UNSTABLE SLOPES OR LANDSLIDE HAZARD AREAS ON SITE.
11. PRIORITY HABITAT AND SPECIES DO NOT EXIST ON-SITE. ANY CRITICAL AREAS ADJACENT TO THE SITE HAVE BEEN ADDRESSED WITH GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02).
12. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO SIGNIFICANT HISTORIC SITES OR RESOURCES IDENTIFIED ON SITE.
13. NO STRUCTURES EXIST ON SITE.
14. EASEMENTS ARE SHOWN ON PLANS.
15. NE 87TH AVENUE, NE INGLE ROAD, NE 28TH STREET, N HUERTA DRIVE, N BOXWOOD STREET, N EAGLET STREET, AND N 89TH AVENUE ARE PUBLIC STREETS THAT HAVE ASPHALT SURFACING.
16. THERE ARE EXISTING PEDESTRIAN FACILITIES WITHIN 100 FEET OF THE SITE AND ARE SHOWN ON SHEETS P2.0-P2.2.
17. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO TRANSIT ROUTES WITHIN 600 FEET OF THE SITE. THE NEAREST STOP IS LOCATED ON NE 162ND AVENUE AND IS APPROXIMATELY ±2.46 MILES TO THE WEST OF THE SITE.
18. THE NEAREST FIRE HYDRANTS ARE LOCATED ON NE 87TH AVENUE AT NE INGLE ROAD INTERSECTION, N HUERTA DRIVE INTERSECTION, N EAGLET STREET, AND N 89TH AVENUE. EXISTING FIRE HYDRANTS ARE SHOWN ON SHEETS P2.0-P2.2.
19. ACCORDING TO CLARK COUNTY GIS, THERE ARE NO EXISTING SEPTIC SYSTEMS OR WELLS EXIST ON SITE.
20. LOTS 1, 2, & 7 OF URBAN VILLAGE SHORT PLAT DIMENSIONS AND AREAS TO FOLLOW FINAL RECORDED SHORT PLAT.

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.





KEY MAP

AKS ENGINEERING & FORESTRY, LLC
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PRELIMINARY EXISTING CONDITIONS (EAST)

LACAMAS VILLAGE

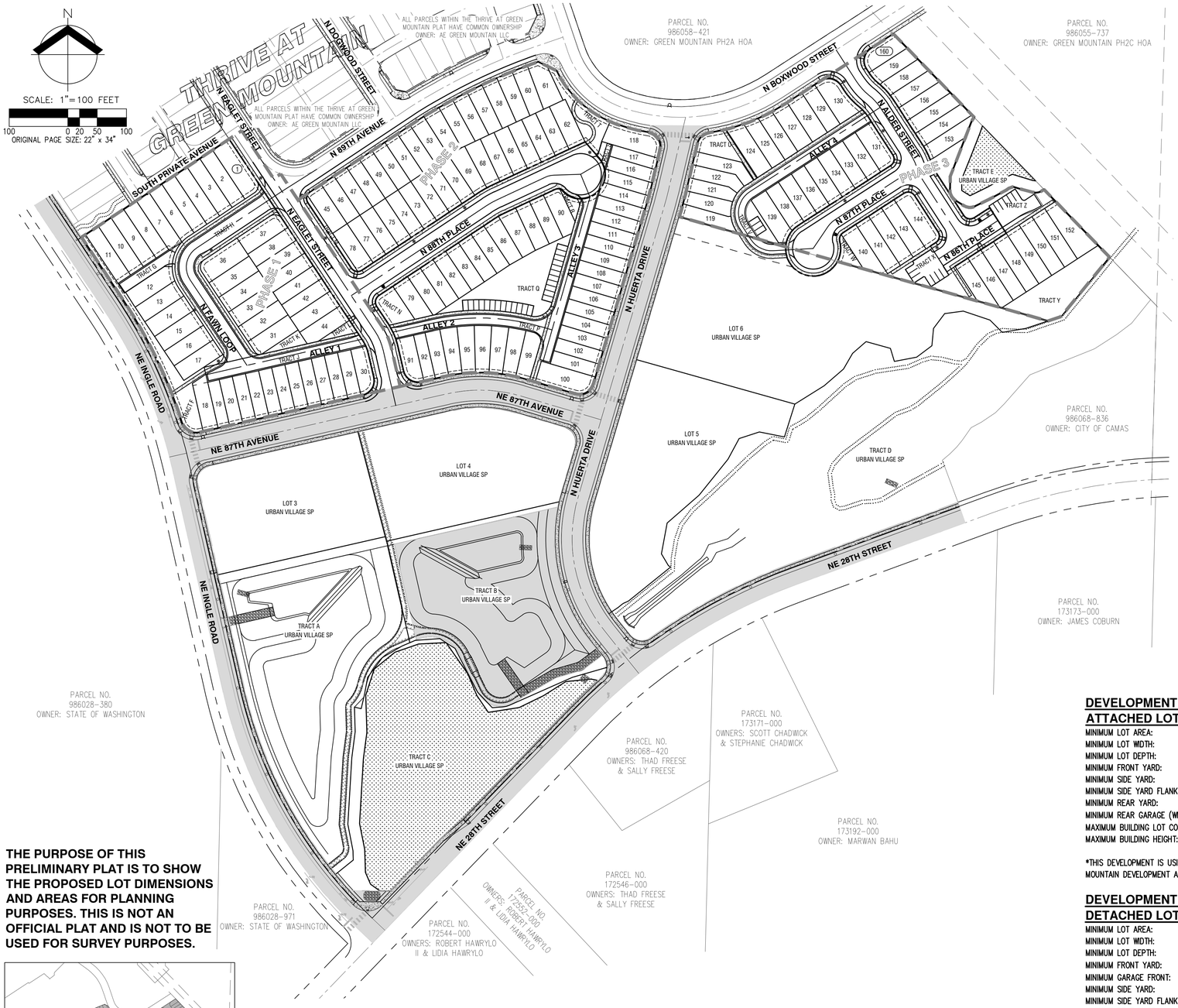
WOLLAM & ASSOCIATES

CAMAS, WASHINGTON

JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P2.2

AKS DRAWING FILE: 11021 P2.0 EXCONLDWG | LAYOUT: P2.2



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.



KEY MAP

APPLICANT
WOLLAM & ASSOCIATES
CONTACT: TERRY WOLLAM
7701 NE GREENWOOD DRIVE, SUITE 100
VANCOUVER, WA 98662
PH: 360-798-5820
E-MAIL: TERRY@WOLLAMASSOCIATES.COM

OWNER
TERRELL & ASSOCIATES LLC.
CONTACT: JOHN SCHMIDT
17933 NW EVERGREEN PL, SUITE 300
BEAVERTON, OR 97006
PH: 503-597-7100
EMAIL: JOHN.SCHMIDT@METLANDGROUP.COM

CONTACT/ENGINEERING/ PLANNING/SURVEYING/ LANDSCAPE ARCHITECT
AKS ENGINEERING & FORESTRY, LLC.
CONTACT: MICHAEL ANDREOTTI
9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
PH: 360-882-0419
FAX: 360-882-0426
E-MAIL: ANDREOTTIM@AKS-ENG.COM

PROPERTY DESCRIPTION
LOCATED IN THE NORTHWEST 1/4 SECTION 20 AND 21, TOWNSHIP 2 NORTH, RANGE 3 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON.

PROPERTY LOCATION
NE QUADRANT OF THE INTERSECTION OF NE INGLE ROAD AND NE GOODWIN ROAD

EXISTING LAND USE/ZONE
VACANT LAND; ZONED CC, R-6, MF-10.

PROJECT PURPOSE
PHASED DEVELOPMENT OF LOTS 1, 2, & 7 OF THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT. DEVELOPMENT INCLUDES 46 ATTACHED SINGLE-FAMILY LOTS AND 114 DETACHED SINGLE-FAMILY LOTS, ALONG WITH ASSOCIATED ROADS AND OTHER SITE IMPROVEMENTS, WITHIN THREE PHASES.

SITE AREA
LOT 1: ±3.48 AC (±151,416 SF)
LOT 2: ±5.22 AC (±227,625 SF)
LOT 7: ±4.00 AC (±174,288 SF)
TOTAL LOT AREA: ±12.70 AC (±553,329 SF)

VERTICAL DATUM
ELEVATIONS SHOWN HEREON ARE NGVD29(47) A.K.A. CLARK COUNTY VERTICAL DATUM BASED ON TIES TO CLARK COUNTY BENCHMARKS: LACAMAS-9, A CONCRETE MONUMENT WITH BRASS DISK, 25' NE OF CL OF BPA LINES OPPOSITE DRIVEWAY TO HOUSE #21917, 28' NORTH OF CL NE 28TH STREET. ELEVATION = 255.58
LACAMAS-8, A BRASS DISK IN SE CORNER OF WINGWALL OVER LACAMAS CREEK. ELEVATION = 191.33

PROPOSED TRACT AREA & PURPOSE

TRACT F:	7,339 SF	OPEN SPACE
TRACT G:	2,317 SF	PRIVATE STREET
TRACT H:	17,938 SF	PRIVATE STREET
TRACT J:	7,089 SF	ALLEY
TRACT K:	1,063 SF	OPEN SPACE
TRACT L:	794 SF	OPEN SPACE
TRACT M:	897 SF	OPEN SPACE
TRACT N:	2,463 SF	OPEN SPACE
TRACT P:	15,062 SF	ALLEY
TRACT Q:	13,844 SF	OPEN SPACE & PARKING
TRACT R:	698 SF	OPEN SPACE
TRACT S:	690 SF	ALLEY
TRACT T:	4,021 SF	OPEN SPACE
TRACT U:	3,066 SF	OPEN SPACE
TRACT V:	10,182 SF	ALLEY & PARKING
TRACT W:	1,015 SF	OPEN SPACE
TRACT X:	5,727 SF	PARKING
TRACT Y:	8,982 SF	OPEN SPACE
TRACT Z:	8,014 SF	ALLEY & PARKING

DEVELOPMENT STANDARDS (SINGLE-FAMILY ATTACHED LOTS)

MINIMUM LOT AREA:	1,000 SF
MINIMUM LOT WIDTH:	20 FEET
MINIMUM LOT DEPTH:	50 FEET
MINIMUM FRONT YARD:	0 OR 6 FEET, IF PUE
MINIMUM SIDE YARD:	0 OR 3 FEET
MINIMUM SIDE YARD FLANKING STREET:	0 OR 6 FEET, IF PUE
MINIMUM REAR YARD:	0 OR 6 FEET, IF PUE
MINIMUM REAR GARAGE (WITH ALLEY):	3 OR 18 FEET
MAXIMUM BUILDING LOT COVERAGE:	NONE
MAXIMUM BUILDING HEIGHT:	60 FEET

*THIS DEVELOPMENT IS USING DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA.

DEVELOPMENT STANDARDS (SINGLE-FAMILY DETACHED LOTS)

MINIMUM LOT AREA:	1,000 SF
MINIMUM LOT WIDTH:	20 FEET
MINIMUM LOT DEPTH:	50 FEET
MINIMUM FRONT YARD:	6 FEET / (3 FEET @ OPEN SPACE)
MINIMUM GARAGE FRONT:	18 FEET
MINIMUM SIDE YARD:	3 FEET
MINIMUM SIDE YARD FLANKING STREET:	10 FEET
MINIMUM REAR YARD:	10 FEET
MINIMUM REAR GARAGE (WITH ALLEY):	3 OR 18 FEET
MAXIMUM BUILDING LOT COVERAGE:	NONE
MAXIMUM BUILDING HEIGHT:	45 FEET

*THIS DEVELOPMENT IS USING DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA.

GREEN MOUNTAIN URBAN VILLAGE DENSITY

GROSS SITE AREA:	553,329 SF (12.70 AC)
OPEN SPACE AREA:	44,182 SF (1.01 AC)
NET AREA:	509,147 SF (11.69 AC)

DENSITY PER GREEN MOUNTAIN DEVELOPMENT AGREEMENT:

MAXIMUM DENSITY (24 X 11.69):	281 UNITS
MINIMUM DENSITY (12 X 11.69):	141 UNITS
TOTAL PROPOSED ATTACHED UNITS:	160 UNITS

PARKING STATISTICS

REQUIRED OFF-STREET PARKING STALLS:	32 SPACES
PROPOSED OFF-STREET PARKING STALLS:	40 SPACES
TRACT Q:	24 SPACES
TRACT V:	3 SPACES
TRACT X:	7 SPACES
TRACT Z:	6 SPACES
TOTAL PROPOSED:	40 SPACES

*NOTE: ONE ADDITIONAL OFF-STREET PARKING SPACE IS REQUIRED FOR EVERY 5 UNITS.

OVERALL GENERAL NOTES
1. TRACTS F, K, L, M, N, R, T, U, W, AND Y TO BE OPEN SPACE LANDSCAPING. THESE TRACTS WILL BE PRIVATELY OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION (HOA).
2. TRACTS G AND S TO BE PRIVATE ALLEY FOR LOTS 8-11 AND 116-118, RESPECTIVELY. THESE TRACTS WILL BE OWNED AND MAINTAINED BY THE HOA.
3. TRACT H TO BE A PRIVATE STREET, OWNED AND MAINTAINED BY THE HOA.
4. TRACT Q TO BE OPEN SPACE AND PARKING, OWNED AND MAINTAINED BY THE HOA.
5. TRACT X TO BE OFF-STREET PARKING, OWNED AND MAINTAINED BY THE HOA.
6. TRACT V AND Z TO BE ALLEY AND PARKING, OWNED AND MAINTAINED BY THE HOA.
7. TRACT J AND P TO BE ALLEY FOR LOTS 18-30 AND LOTS 91-114, RESPECTIVELY. THESE TRACTS WILL BE OWNED AND MAINTAINED BY THE HOA.
8. BUILDING ENVELOPES SHALL BE PER THE PROPOSED DEVELOPMENT STANDARDS TABLE SHOWN ON THIS SHEET.
9. THERE ARE FIVE PROPOSED INTERNAL PUBLIC ROADS TO SERVE THE DEVELOPMENT. THE ROADS ARE PROPOSED TO BE CONSTRUCTED TO THE LOCAL STREET RIGHT-OF-WAY SECTION. FRONTAGE IMPROVEMENTS TO N 89TH AVENUE WILL INCLUDE CURB, PLANTER, AND SIDEWALK PER LOCAL STREET RIGHT-OF-WAY SECTION.
10. WATER – ALL LOTS WILL BE SERVED WITH PUBLIC WATER (CITY OF CAMAS).
11. SANITARY SEWER – ALL LOTS WILL BE SERVED WITH PUBLIC SANITARY SEWER (CITY OF CAMAS).
12. SURFACE MATERIAL FOR ALL PROPOSED ROADWAYS IS ASPHALT.
13. STORMWATER RUNOFF FROM PERVIOUS FRONT YARDS, IMPERVIOUS DRIVEWAYS, PARKING AREAS, AND ROADWAYS WILL BE COLLECTED VIA CATCH BASINS, AND CONVEY TO EXISTING STORMWATER TREATMENT AND DETENTION FACILITIES DESIGNED AND CONSTRUCTED WITH URBAN VILLAGE SHORT PLAT WITHIN TRACT A & B.
14. THERE ARE NO BICYCLE IMPROVEMENTS PROPOSED ON SITE.
15. FINAL ADDRESS MONUMENT LOCATION TO BE DETERMINED DURING FINAL ENGINEERING.
16. SEE LIGHTING PLAN FOR SITE LIGHTING ON SHEET P9.0.

HATCH LEGEND
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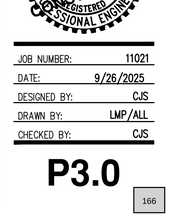
OVERALL PRELIMINARY PLAT OVERVIEW
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



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DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.0

AKS DRAWING FILE: 11021 P3.0 PLAT.DWG | LAYOUT: P3.0

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
1	3,352
2	2,600
3	2,600
4	2,600
5	2,600
6	2,609
7	2,737
8	2,600
9	2,600
10	2,600
11	2,600
12	2,553
13	2,406
14	2,400
15	2,400

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
16	2,400
17	2,400
18	2,309
19	1,600
20	1,840
21	1,840
22	1,840
23	1,840
24	1,840
25	1,840
26	1,840
27	1,840
28	1,840
29	1,840
30	2,099

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
31	2,527
32	2,460
33	2,460
34	2,460
35	2,460
36	2,986
37	2,658
38	2,132
39	2,132
40	2,132
41	2,132
42	2,132
45	2,395
46	2,080
47	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
48	2,080
49	2,080
50	2,080
51	2,080
52	2,080
53	2,153
54	2,219
55	2,085
56	2,179
57	2,208
58	2,214
59	2,198
60	2,158
61	2,549
62	2,400

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
63	2,080
64	2,080
65	2,080
66	2,080
67	2,080
68	2,166
69	2,247
70	2,080
71	2,080
72	2,080
73	2,080
74	2,080
75	2,080
76	2,080
77	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
78	2,395
79	2,200
80	2,079
81	2,080
82	2,080
83	2,080
84	2,080
85	2,080
86	2,237
87	2,328
88	2,080
89	2,080
90	2,284
91	2,270
92	1,600

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
93	1,970
94	2,104
95	2,104
96	2,104
97	2,104
98	2,104
99	2,117
100	3,417
101	1,843
102	1,848
103	1,853
104	1,858
105	1,863
106	1,868
107	1,873

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
108	1,878
109	1,883
110	1,888
111	1,893
112	1,898
113	1,903
114	1,884
115	1,867
116	1,878
117	1,612
118	3,407

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T1	70.01'	S57° 35' 47"W
T2	175.00'	S56° 24' 18"W
T3	175.15'	S33° 35' 42"E
T4	272.83'	N77° 10' 15"E
T5	95.82'	N12° 49' 45"W
T6	354.99'	N33° 35' 43"W
T7	67.01'	N77° 10' 15"E

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T8	17.99'	S73° 30' 37"E
T9	291.63'	N15° 56' 39"E
T10	33.02'	S15° 56' 39"W
T11	276.81'	N56° 24' 18"E
T12	88.48'	N64° 58' 49"E
T13	45.60'	N88° 03' 51"E

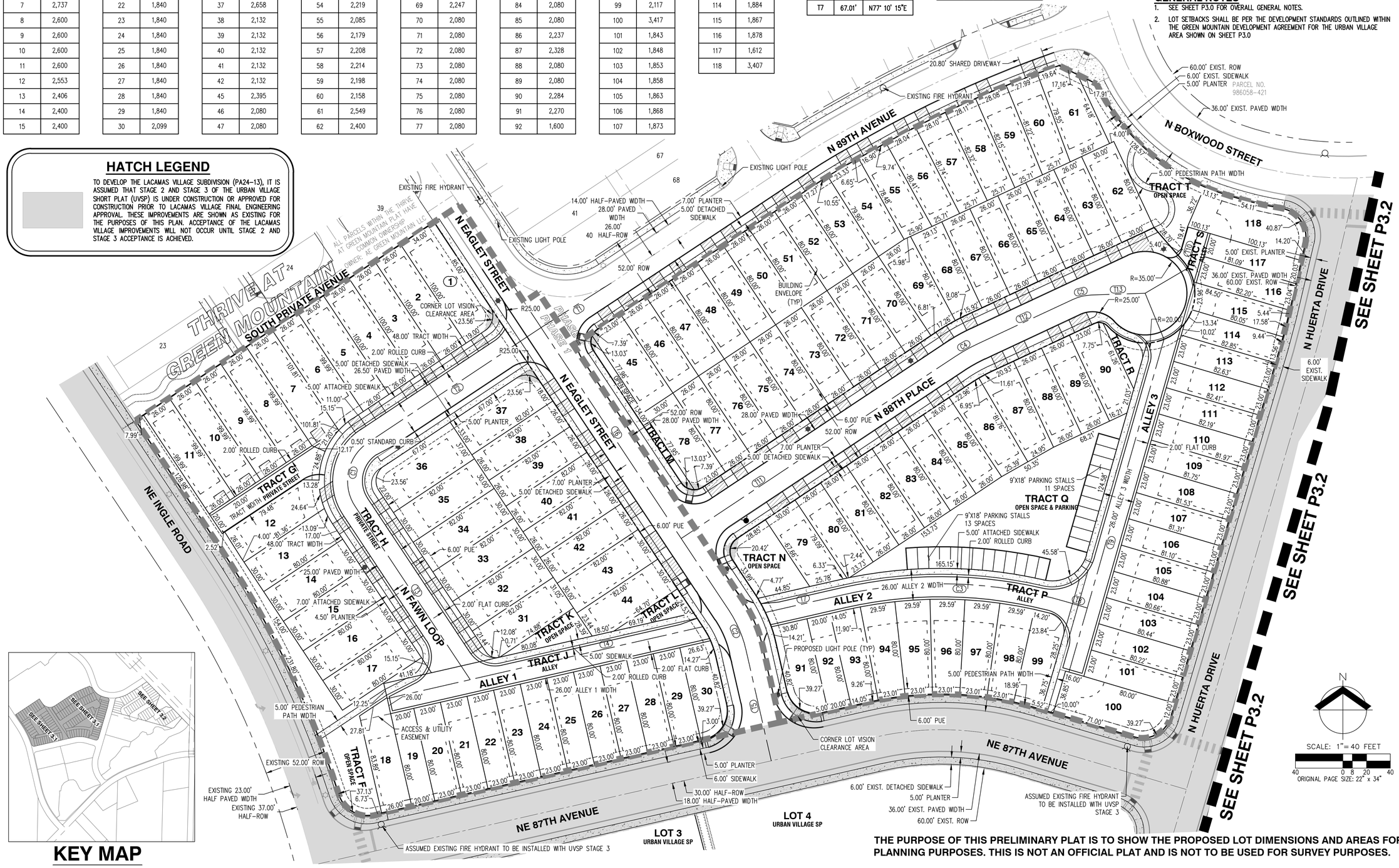
CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	39.00'	90°00'00"	61.26'	S11°24'18"W 55.15'
C2	100.00'	20°45'57"	36.24'	N23°12'43"W 36.05'
C3	373.00'	29°19'08"	190.87'	S88°10'11"E 188.79'
C4	150.00'	8°34'31"	22.45'	N60°41'33"E 22.43'
C5	39.00'	23°05'02"	15.71'	N76°31'20"E 15.61'

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

GENERAL NOTES

1. SEE SHEET P3.0 FOR OVERALL GENERAL NOTES.
2. LOT SETBACKS SHALL BE PER THE DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA SHOWN ON SHEET P3.0



KEY MAP

N

SCALE: 1"= 40 FEET

40 0 8 20 40

ORIGINAL PAGE SIZE: 22" x 34"

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 (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

ERIC JAMES SHACKLEFORD
STATE OF WASHINGTON
29511
REGISTERED PROFESSIONAL ENGINEER

PRELIMINARY
NOT FOR CONSTRUCTION

JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.1

AKS DRAWING FILE: 11021 P3.0 PLATDWG | LAYOUT: P3.1

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
119	2,135
120	2,011
121	1,867
123	2,403
124	2,806
125	2,251

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
126	2,143
127	2,409
128	2,400
129	2,080
130	2,960
131	2,604

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
132	2,080
133	2,080
134	2,080
135	2,080
136	2,080
137	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
138	2,087
140	2,619
141	2,600
142	2,600
143	2,600
144	3,227

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
145	2,214
146	2,662
147	2,665
148	2,665
149	2,665
150	2,665

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
151	2,665
152	3,298
153	2,256
154	2,487
155	2,354
156	2,220

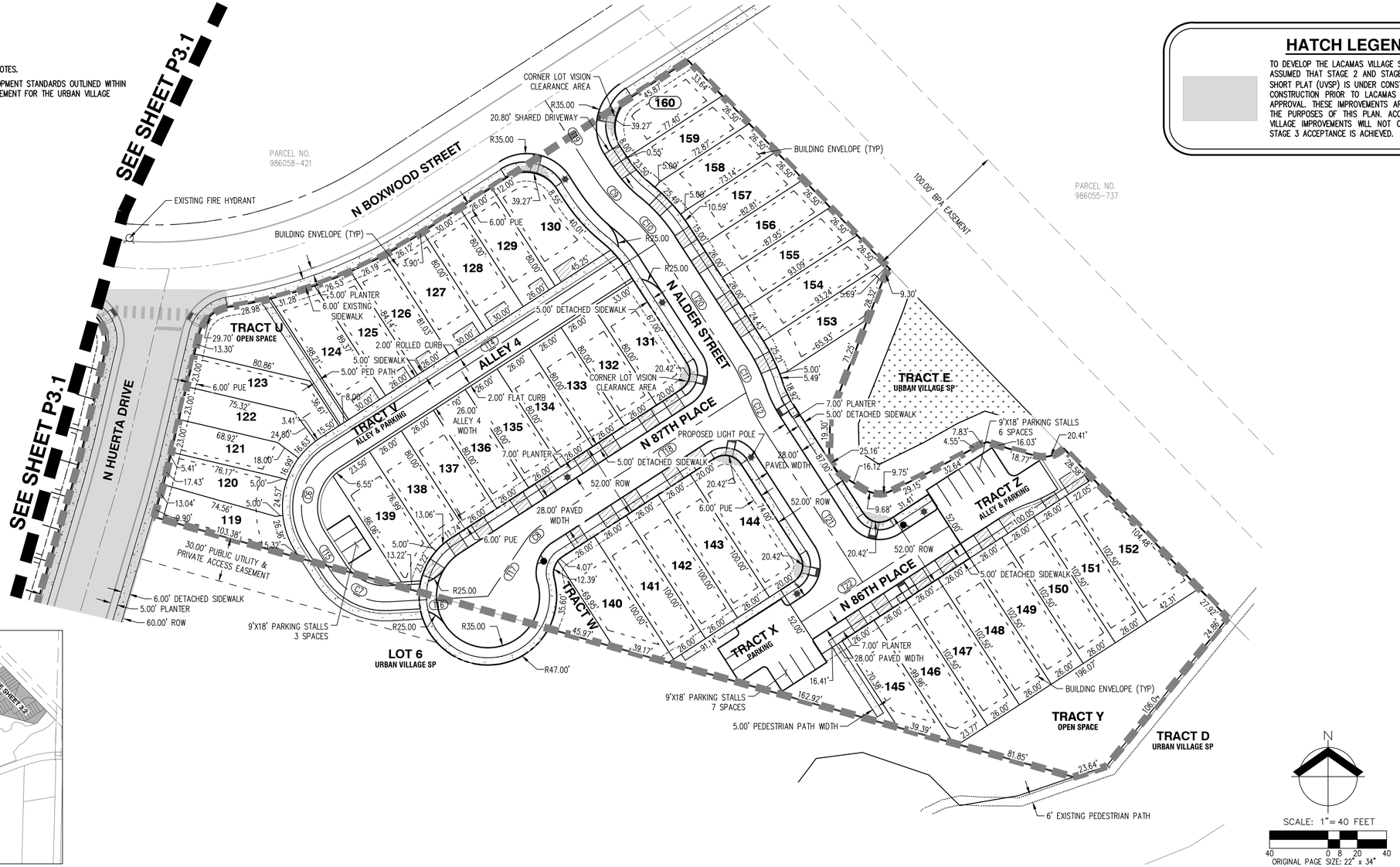
PARCEL AREA TABLE	
PARCEL #	AREA (SF)
157	2,087
158	2,016
159	2,045
160	2,312
513	3,066
514	10,182

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T14	264.45'	S57° 06' 11"W
T15	25.94'	S32° 53' 49"E
T16	68.02'	N86° 49' 04"E
T17	45.60'	S34° 01' 09"W
T18	166.43'	S57° 06' 11"W
T19	63.55'	S32° 53' 49"E
T20	91.43'	S32° 53' 49"E
T21	126.00'	S32° 53' 49"E
T22	120.41'	N57° 06' 11"E

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C6	43.00'	90°00'00"	67.54'	S12°06'11"W 60.81'
C7	43.00'	60°17'07"	45.24'	S63°02'22"E 43.19'
C8	39.00'	23°05'02"	15.71'	S45°33'40"W 15.61'
C9	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C10	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C11	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'
C12	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'

GENERAL NOTES

1. SEE SHEET P3.0 FOR OVERALL GENERAL NOTES.
2. LOT SETBACKS SHALL BE PER THE DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA SHOWN ON SHEET P3.0





KEY MAP

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

N

SCALE: 1" = 40 FEET

40 0 8 20 40

ORIGINAL PAGE SIZE: 22" x 34"

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 (EAST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.2

AKS DRAWING FILE: 11021 P3.0 PLATDWG | LAYOUT: P3.2

GENERAL NOTES

1. TREE PRESERVATION IS TO FOLLOW THE URBAN VILLAGE SHORT PLAT TREE PLAN FOR TREE PROTECTION MEASURES AND TREE PROTECTION BMP LOCATIONS.
2. ADDITIONAL EROSION CONTROL MEASURES WILL BE INCLUDED DURING FINAL ENGINEERING TO ACCOUNT FOR GRADING ON SLOPES AND CONSTRUCTION PHASING.
3. RETAINING WALLS MAY BE NECESSARY TO COMPLETE THIS PROJECT. FINAL WALL LOCATIONS WILL BE DETERMINED WITH FINAL ENGINEERING IF NECESSARY.
4. ALL EXISTING ON-SITE WELLS AND SEPTIC FACILITIES TO BE DECOMMISSIONED.

PRELIMINARY GRADING QUANTITIES

CUT: 15,000 C.Y. STRIPPINGS (ASSUME 6" DEPTH FOR LOTS 1, 2 & 7): 9,500 C.Y.

FILL: 20,000 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 6" STRIPPINGS DEPTH OVER SITE AFTER FINAL GRADING OF THE URBAN VILLAGE SHORT PLAT.
UTILITY TRENCHING NOT INCLUDED.

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.

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.

THESE EROSION AND SEDIMENT CONTROL PLANS APPLY TO "DRY WEATHER" CONDITIONS.

LEGEND

- EXISTING GROUND CONTOUR (2 FT) — 352 —
- EXISTING GROUND CONTOUR (10 FT) — 350 —
- FINISHED GRADE CONTOUR (2 FT) — 352 —
- FINISHED GRADE CONTOUR (10 FT) — 350 —
- SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING) — x — x —
- INLET PROTECTION (TYP) PER COMBINATION DETAIL
- PROPOSED DRAINAGE FLOW DIRECTION
- GRAVEL CONSTRUCTION ENTRANCE
- DISTURBED LIMITS
- POTENTIAL STAGING/ SOIL STOCKPILE AREA





KEY MAP

N

SCALE: 1"= 40 FEET

40 0 8 20 40

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

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OVERALL PRELIMINARY GRADING AND ESC PLAN
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P4.0

AKS DRAWING FILE: 11021 P4.0 GRADING.DWG | LAYOUT: P4.0

LEGEND

- EXISTING GROUND CONTOUR (2 FT) — 352 —
- EXISTING GROUND CONTOUR (10 FT) — 350 —
- FINISHED GRADE CONTOUR (2 FT) — 352 —
- FINISHED GRADE CONTOUR (10 FT) — 350 —
- SEDIMENT FENCE (TO BE INSTALLED PRIOR TO GRADING) — x — x —
- INLET PROTECTION (TYP) PER COMBINATION DETAIL
- PROPOSED DRAINAGE FLOW DIRECTION
- GRAVEL CONSTRUCTION ENTRANCE
- DISTURBED LIMITS
- POTENTIAL STAGING/ SOIL STOCKPILE AREA

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.

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GENERAL NOTES

1. TREE PRESERVATION IS TO FOLLOW THE URBAN VILLAGE SHORT PLAT TREE PLAN FOR TREE PROTECTION MEASURES AND TREE PROTECTION BMP LOCATIONS.
2. ADDITIONAL EROSION CONTROL MEASURES WILL BE INCLUDED DURING FINAL ENGINEERING TO ACCOUNT FOR GRADING ON SLOPES AND CONSTRUCTION PHASING.
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EROSION CONTROL KEY NOTES (#)

1. INSTALL INLET PROTECTION (TYP).
2. POTENTIAL STOCKPILE AREA.
3. INSTALL SEDIMENT FENCE.
4. DISTURBED LIMITS (TYP).
5. CONSTRUCTION ENTRANCE.



KEY MAP

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

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PRELIMINARY GRADING QUANTITIES

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N

SCALE: 1"= 40 FEET
40 0 8 20 40

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PRELIMINARY GRADING AND ESC PLAN (WEST)

LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P4.1

AKS DRAWING FILE: 11021 P4.0 GRADING.DWG | LAYOUT: P4.1

GENERAL NOTES

1. TREE PRESERVATION IS TO FOLLOW THE URBAN VILLAGE SHORT PLAT TREE PLAN FOR TREE PROTECTION MEASURES AND TREE PROTECTION BMP LOCATIONS.
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EROSION CONTROL KEY NOTES (#)

1. INSTALL INLET PROTECTION (TYP).
2. POTENTIAL STOCKPILE AREA.
3. INSTALL SEDIMENT FENCE.
4. DISTURBED LIMITS (TYP).
5. CONSTRUCTION ENTRANCE.

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HATCH LEGEND

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LEGEND

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- FINISHED GRADE CONTOUR (2 FT) — 352
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- PROPOSED DRAINAGE FLOW DIRECTION
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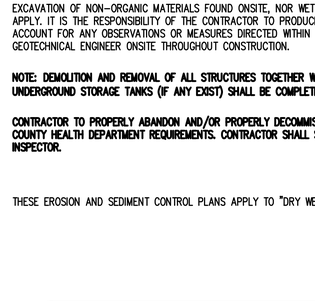
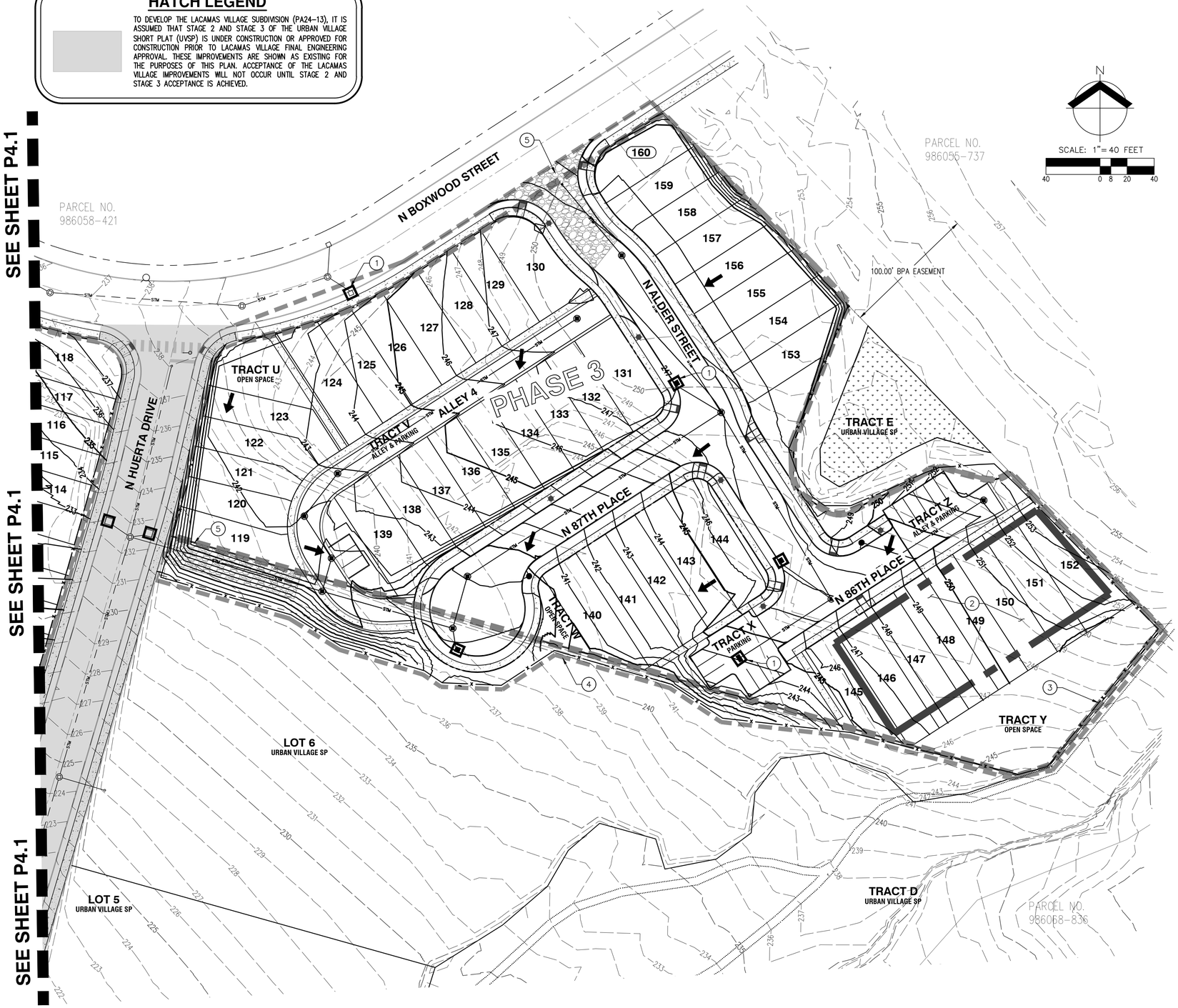
- DISTURBED LIMITS
- POTENTIAL STAGING/ SOIL STOCKPILE AREA



KEY MAP



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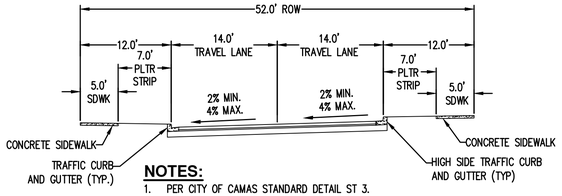
PRELIMINARY GRADING AND ESC PLAN (EAST)

LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

JOB NUMBER: 11021
DATE: 9/26/2025
DESIGNED BY: CJS
DRAWN BY: LMP/ALL
CHECKED BY: CJS

P4.2

AKS DRAWING FILE: 11021 P4.0 GRADING.DWG | LAYOUT: P4.2

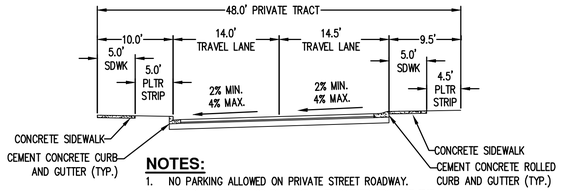


NOTES:

1. PER CITY OF CAMAS STANDARD DETAIL ST 3.
2. MINIMUM CURB RADIUS 25'.
3. PROPOSED STREETS ARE EITHER SHED LEFT OR SHED RIGHT.
4. PARKING ONLY ALLOWED ON ONE SIDE OF STREET.

2 LANE LOCAL (52' ROW) - SHED

N 88TH PLACE, N 87TH PLACE, N 86TH PLACE, N ALDER STREET.

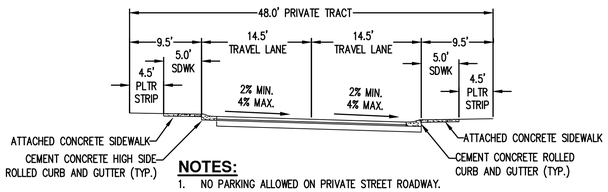


NOTES:

1. NO PARKING ALLOWED ON PRIVATE STREET ROADWAY.
2. ATTACHED SIDEWALKS TO HAVE A THICKENED EDGE AT THE ROLLED CURB.

PRIVATE STREET (48' PRIVATE TRACT) - SHED LEFT

N FAWN LOOP (STATION 10+39 TO 11+75)

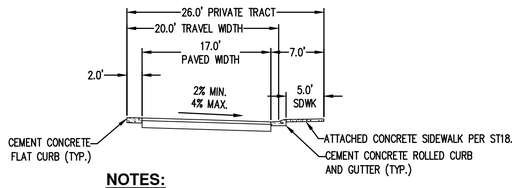


NOTES:

1. NO PARKING ALLOWED ON PRIVATE STREET ROADWAY.
2. ATTACHED SIDEWALKS TO HAVE A THICKENED EDGE AT THE ROLLED CURB.

PRIVATE STREET (48' PRIVATE TRACT) - SHED RIGHT

N FAWN LOOP (STATION 11+75 TO 14+00)



NOTES:

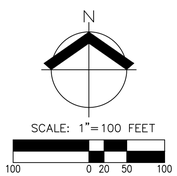
1. PROPOSED ALLEYS ARE EITHER SHED LEFT OR SHED RIGHT.
2. NO PARKING ALLOWED WITHIN ALLEY ROADWAYS.
3. ATTACHED SIDEWALKS TO HAVE A THICKENED EDGE AT THE ROLLED CURB.

ALLEY (26' PRIVATE TRACT WIDTH) - SHED

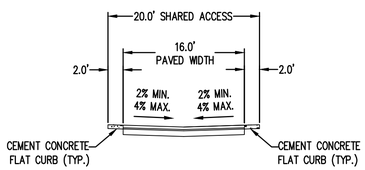
ALLEY 1, 2, 3 & 4.



KEY MAP

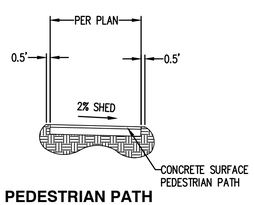






ALLEY (20' TRAVEL WIDTH)

TRACT G AND TRACT S



PEDESTRIAN PATH

GENERAL NOTES

1. PHASE 1 AND 2 OF THE PROPOSED DEVELOPMENT WILL GAIN ACCESS FROM NE 87TH AVENUE FROM THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT AND N 89TH AVENUE FROM THE THRIVE AT GREEN MOUNTAIN DEVELOPMENT. THE DEVELOPMENT WILL EXTEND N EAGLET STREET THROUGH THE SITE.
2. PHASE 3 OF THE PROPOSED DEVELOPMENT WILL ACCESS FROM THE N BOXWOOD STREET, WHICH IS CLASSIFIED AS A COLLECTOR STREET.

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

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PRELIMINARY STREET PLAN OVERVIEW
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P5.0

AKS DRAWING FILE: 11021 P5.0 STR.DWG | LAYOUT: P5.0

TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T1	175.00'	S56° 24' 18"W
T2	175.15'	S33° 35' 42"E
T3	308.76'	N77° 10' 15"E
T4	95.82'	N12° 49' 45"W
T5	420.45'	N33° 35' 43"W
T6	67.01'	N77° 10' 15"E
T7	17.99'	S73° 30' 37"E
T8	301.63'	N15° 56' 39"E
T9	45.60'	S88° 03' 51"W
T10	88.48'	S64° 58' 49"W
T11	276.81'	S56° 24' 18"W

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	39.00'	90°00'00"	61.26'	S11°24'18"W 55.15'
C2	100.00'	20°45'57"	36.24'	N23°12'43"W 36.05'
C3	373.00'	29°19'08"	190.87'	S88°10'11"E 188.79'
C4	39.00'	23°05'02"	15.71'	S76°31'20"W 15.61'
C5	150.00'	8°34'31"	22.45'	S60°41'33"W 22.43'





KEY MAP

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

N

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40 0 8 20 40

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PRELIMINARY STREET PLAN (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

PRELIMINARY
NOT FOR CONSTRUCTION
JOHN JAMES SHAGREN
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

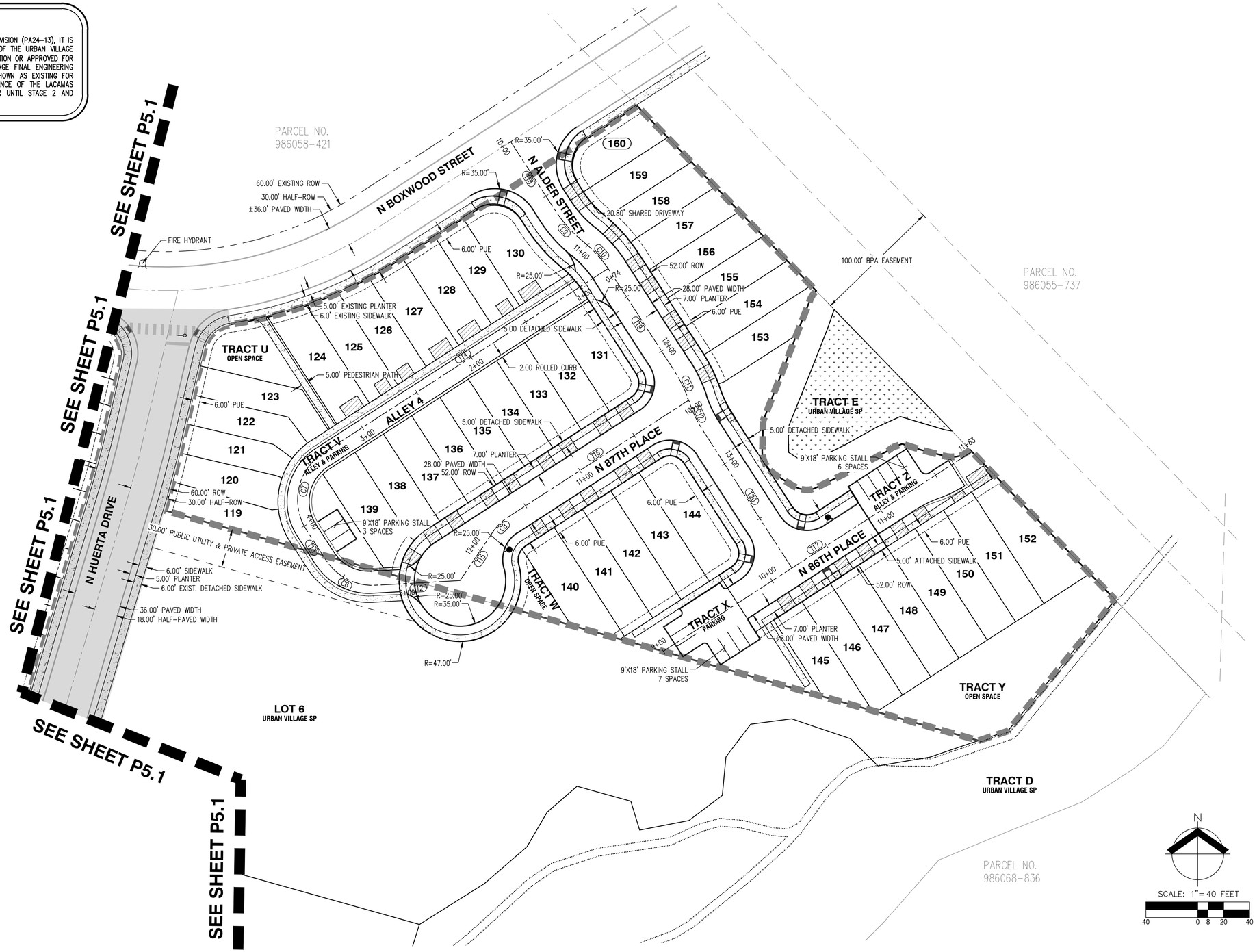
P5.1

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T12	65.14'	S86° 49' 04"W
T13	27.36'	N32° 53' 50"W
T14	261.96'	N57° 06' 11"E
T15	45.60'	S34° 01' 09"W
T16	166.43'	S57° 06' 11"W
T17	283.42'	N57° 06' 11"E
T18	63.55'	S32° 53' 49"E
T19	91.43'	S32° 53' 49"E
T20	126.00'	S32° 53' 49"E

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C6	43.00'	60°17'04"	45.24'	N63°02'23"W 43.18'
C7	43.00'	90°00'02"	67.54'	N12°06'11"E 60.81'
C8	39.00'	23°05'02"	15.71'	S45°33'40"W 15.61'
C9	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C10	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C11	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'
C12	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'





KEY MAP

AKS DRAWING FILE: 11021 P5.0 STR.DWG | LAYOUT: P5.2

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PRELIMINARY STREET PLAN (EAST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
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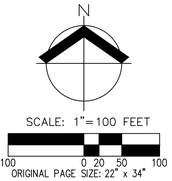

GENERAL NOTES

1. UTILITIES SHOWN FOR NE 87TH AVENUE AND N HUERTA DRIVE ARE ASSUMED EXISTING FOR THE PURPOSES OF THIS PLAN. THESE UTILITIES WILL BE CONSTRUCTED WITH URBAN VILLAGE SHORT PLAT STAGE 2 AND STAGE 3 UNDER A SEPARATE COVER.
2. RESIDENTIAL FIRE SPRINKLERS ARE REQUIRED IN ALL UNITS.
3. AN EXISTING 8" DI WATER MAIN IS LOCATED IN NE 87TH AVENUE, N 89TH AVENUE & N HUERTA DRIVE. WATER TO THIS DEVELOPMENT WILL BE SUPPLIED BY CONNECTION TO THESE MAINS, DESIGNED DURING FINAL ENGINEERING.
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5. IRRIGATION METERS WILL BE OWNED BY HOA.
6. SEE SHEETS P7.0 – P7.1 FOR STORMWATER DESIGN.
7. VERIFICATION OF WATER PRESSURE AND AVAILABILITY TO BE COORDINATED WITH THE STAFF.
8. PRELIMINARY UTILITY SIZING LISTED BELOW TO BE FINALIZED DURING FINAL ENGINEERING:
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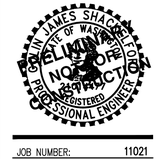
PRELIMINARY COMPOSITE UTILITY PLAN OVERVIEW

LACAMAS VILLAGE

WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



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P6.0

AKS DRAWING FILE: 11021 P6.0 UTILITY.DWG | LAYOUT: P6.0

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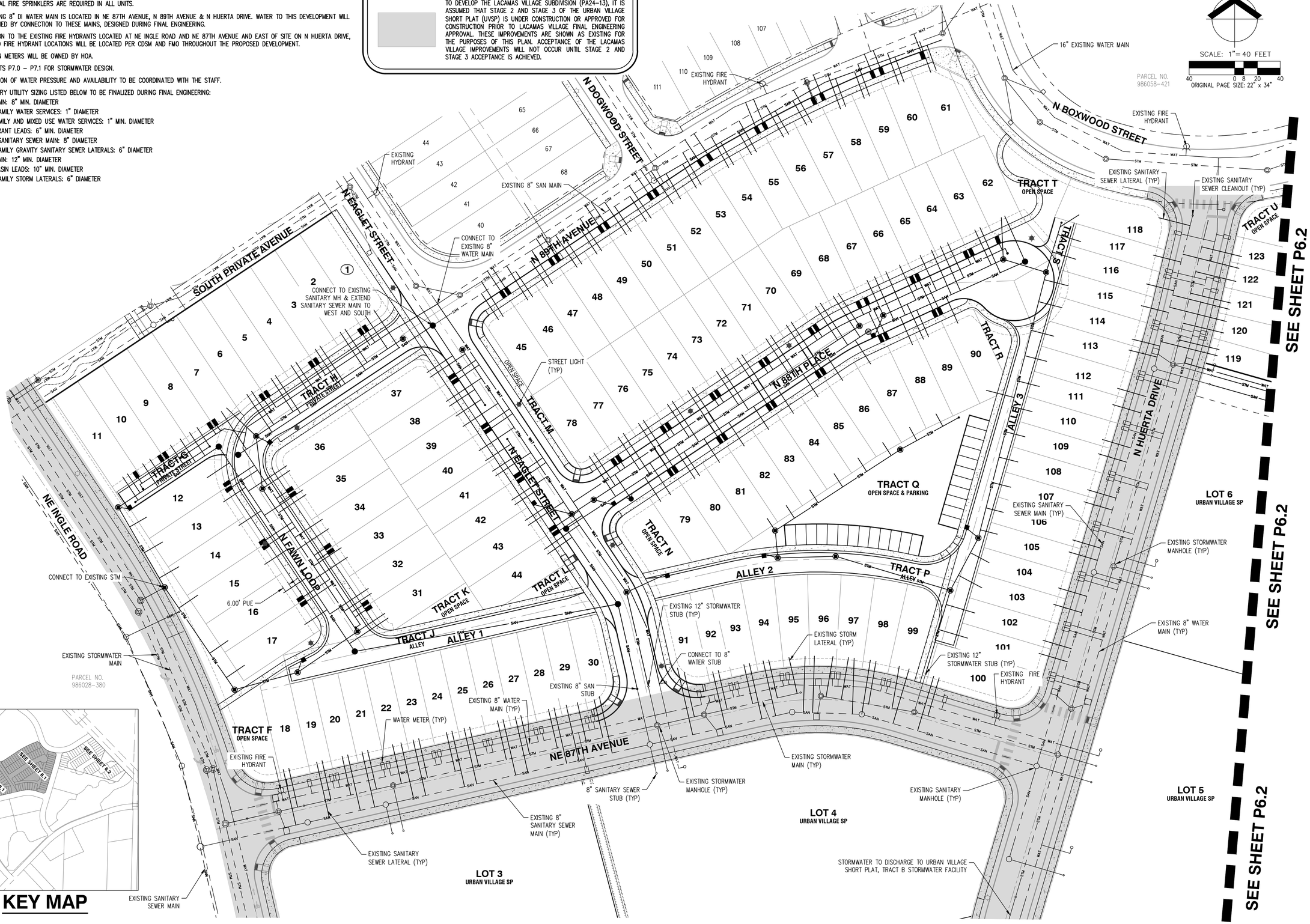

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PRELIMINARY COMPOSITE UTILITY PLAN (WEST)

LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



JOB NUMBER:	11021
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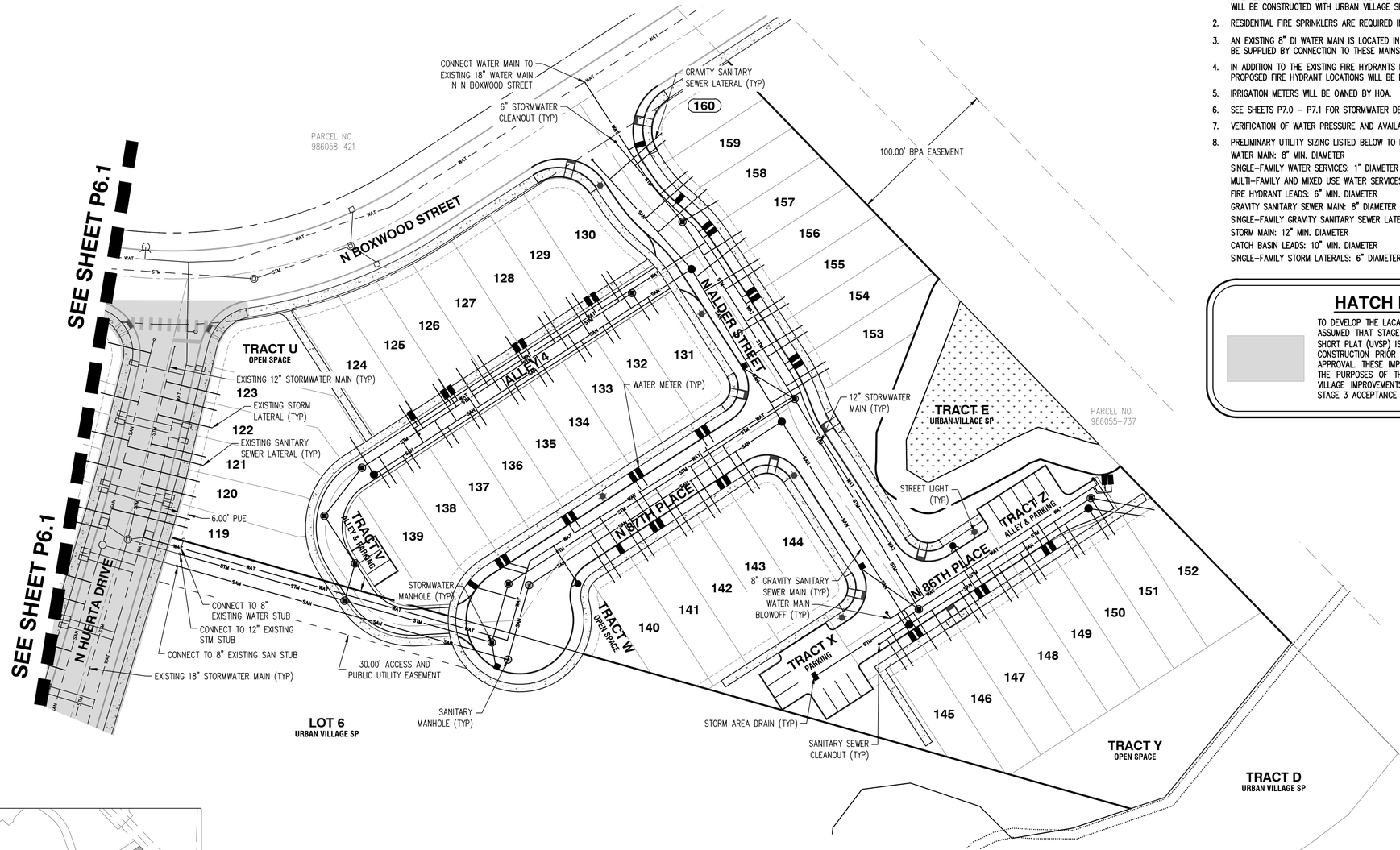

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N

SCALE: 1"= 40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"



KEY MAP

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PRELIMINARY COMPOSITE UTILITY PLAN (EAST)

LACAMAS VILLAGE

WOLLAM & ASSOCIATES

CAMAS, WASHINGTON

JOB NUMBER:	11021
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DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
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P6.2

AKS DRAWING FILE: 11021 P6.0 UTILITY.DWG | LAYOUT: P6.2

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2. TRACT B POND TO BE CONSTRUCTED WITH UVSP STAGE 2. CONNECTION TO THE POND CONVEYANCE WILL ONLY OCCUR WITH APPROVAL FROM CITY.
3. CONTOUR INTERVAL IS 1 FOOT.
4. TREES ARE NOT SHOWN.
5. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THIS DEVELOPMENT HAVE BEEN DESIGNED AND CONSTRUCTED WITH THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02). EXISTING FACILITIES WILL BE OWNED AND MAINTAINED BY THE HOA.
6. ACCORDING TO CLARK COUNTY GIS, THE SITE IS NOT WITHIN OR ADJACENT TO A 100-YEAR FLOODPLAIN OR SHORELINE MANAGEMENT AREA.
7. THERE ARE NO KNOWN EXISTING ON-SITE STORMWATER FACILITIES.
8. EXISTING DRAINAGE FLOW ROUTES ARE TO THE SOUTH AND WEST TOWARDS EXISTING STORMWATER FACILITIES INSTALLED WITH THE URBAN VILLAGE SHOR PLAT.
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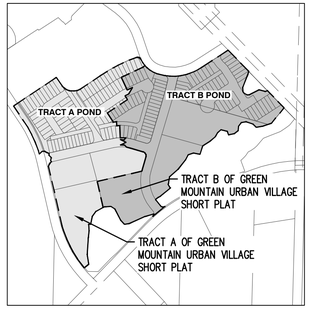

STORMWATER BASIN OVERVIEW MAP

N.T.S

LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 352
- EXISTING GROUND CONTOUR (5 FT) — 350
- FINISHED GRADE CONTOUR (1 FT) — 352
- FINISHED GRADE CONTOUR (5 FT) — 350
- DRAINAGE FLOW DIRECTION
- DISTURBED LIMITS

N

SCALE: 1" = 40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"

SEE SHEET P7.1

SEE SHEET P7.1

PARCEL NO. 986058-421

N BOXWOOD STREET
N 89TH AVENUE
N EAGLET STREET
SOUTH PRIVATE AVENUE
TRACT H PRIVATE STREET
TRACT G PRIVATE STREET
TRACT I OPEN SPACE
TRACT E OPEN SPACE
TRACT M OPEN SPACE
N 88TH PLACE
TRACT B OPEN SPACE
ALLEY 3
N HUERTA DRIVE
TRACT Q OPEN SPACE & PARKING
TRACT N OPEN SPACE
ALLEY 2
TRACT L OPEN SPACE
TRACT K OPEN SPACE
N FAWN LOOP
TRACT J ALLEY
ALLEY 1
TRACT F OPEN SPACE
NE INGLE ROAD
NE 87TH AVENUE
LOT 3 URBAN VILLAGE SP
LOT 4 URBAN VILLAGE SP
LOT 5 URBAN VILLAGE SP
LOT 6 URBAN VILLAGE SP

12" STORMWATER MAIN (TYP)
STORMWATER LATERAL (TYP)
STORMWATER MH (TYP)
STORMWATER CATCH BASIN (TYP)
STORMWATER CLEAN OUT (TYP)
12" STORMWATER STUB (TYP)
CONNECT TO EXISTING 12" STORMWATER STUB
EXISTING STORMWATER LATERAL
EXISTING STORMWATER MANHOLE (TYP)
EXISTING STORMWATER MAIN (TYP)

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PRELIMINARY STORMWATER PLAN (WEST)

LACAMAS VILLAGE

WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

GREGORY JAMES SHACK — STATE OF WASHINGTON — 24007 — REGISTERED PROFESSIONAL ENGINEER
CLARK COUNTY — NOT FOR CONSTRUCTION

JOB NUMBER:	11021
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DRAWN BY:	LMP/ALL
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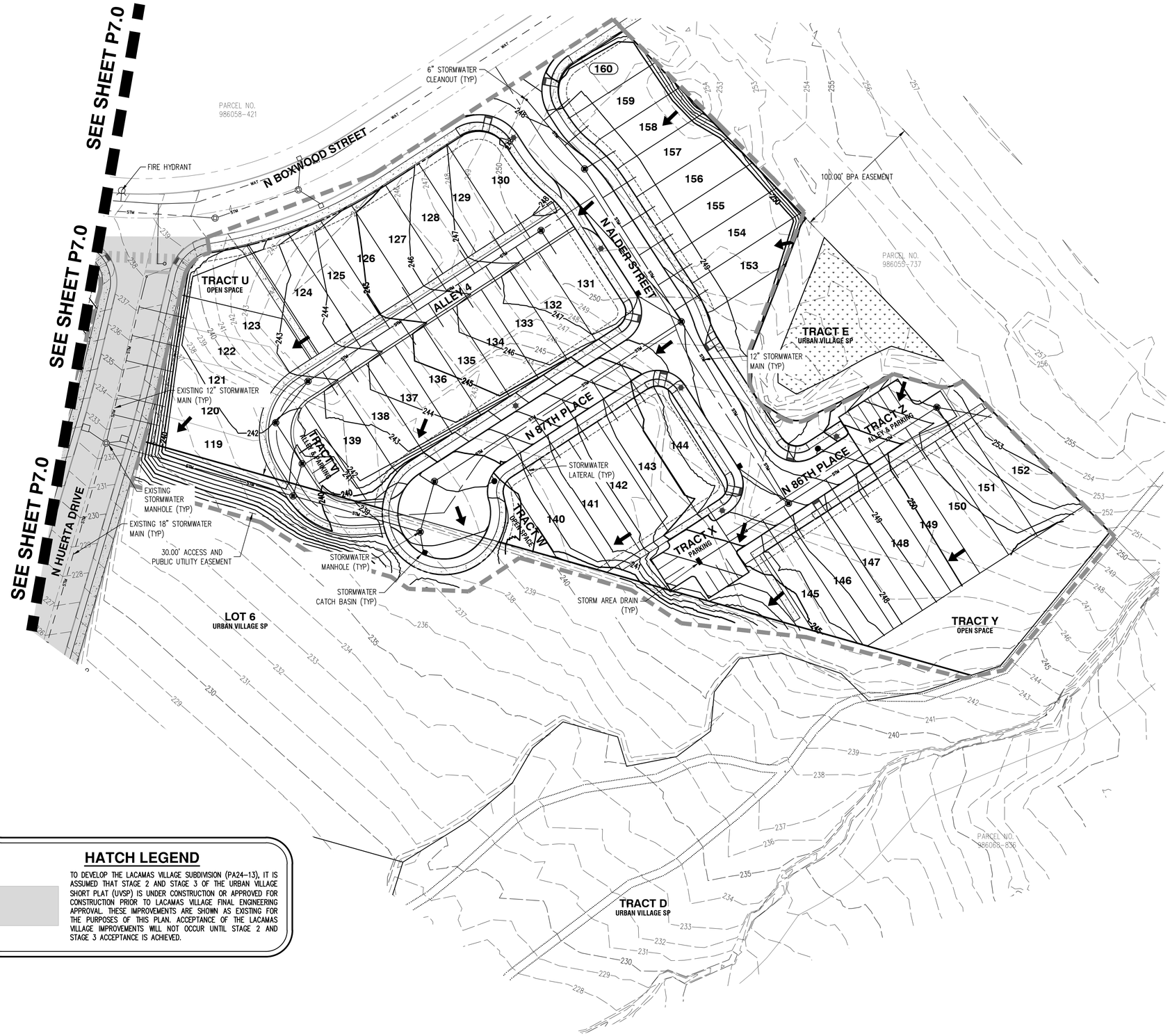
P7.0

AKS DRAWING FILE: 11021 P7.0 STORMLOWG | LAYOUT: P7.0



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DRAINAGE FLOW DIRECTION	
DISTURBED LIMITS	

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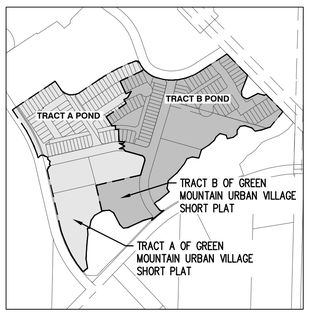

STORMWATER BASIN OVERVIEW MAP

N.T.S

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WOLLAM & ASSOCIATES

CAMAS, WASHINGTON

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P7.1

AKS DRAWING FILE: 11021 P7.0 STORM.DWG | LAYOUT: P7.1



LEGEND

LOT FRONT DIRECTION	→
ATTACHED SINGLE-FAMILY WITH REAR LOADED ACCESS (TYPE A)	A
DETACHED SINGLE-FAMILY WITH REAR LOADED ACCESS (TYPE B)	B
DETACHED SINGLE-FAMILY WITH FRONT LOADED ACCESS (TYPE C)	C



KEY MAP

N

SCALE: 1"=60 FEET

60 0 12 30 60

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PRELIMINARY OVERALL HOUSING TYPE & PHASING PLAN
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	11021
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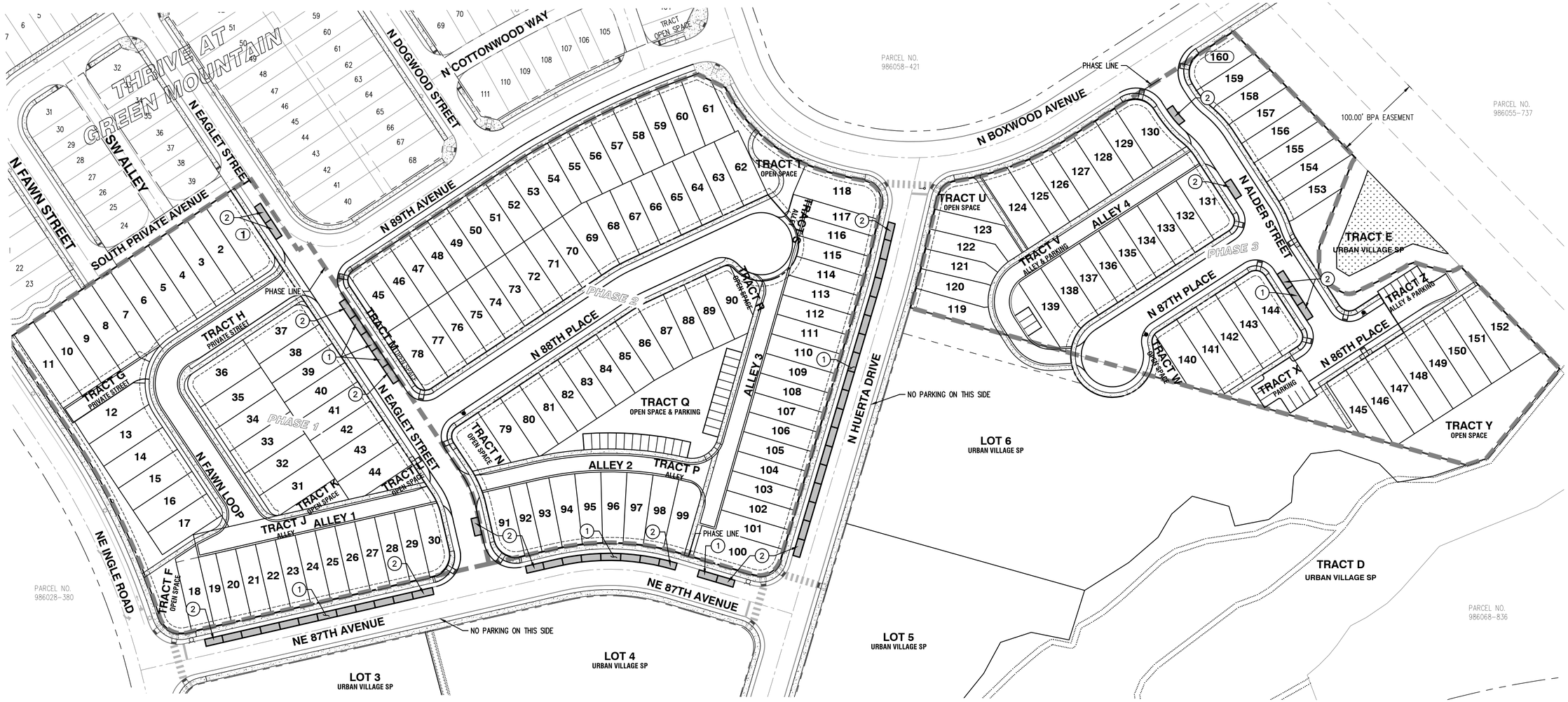
P8.0

AKS DRAWING FILE: 11021 P8.0 HOUSING TYPE.DWG | LAYOUT: P8.0



ON-STREET PARKING NOTES

1. ON-STREET PARKING REQUIREMENTS FOLLOW THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS.
2. ALL PARKING SPACES ARE A MINIMUM OF 5 FEET FROM THE EDGE OF DRIVEWAYS.
3. ALL PARKING SPACES ARE A MINIMUM OF 20 FEET FROM CROSSWALKS.

ON-STREET PARKING KEYED NOTES (#)

1. PROPOSED 8' X 20' ON-STREET PARKING SPACE.
2. PROPOSED 8' X 22' ON-STREET PARKING SPACE.

PARKING STATISTICS

REQUIRED OFF-STREET PARKING STALLS:	32 SPACES
PROPOSED OFF-STREET PARKING STALLS:	40 SPACES
TRACT Q:	24 SPACES
TRACT V:	3 SPACES
TRACT X:	7 SPACES
TRACT Z:	6 SPACES
TOTAL PROPOSED:	40 SPACES

*NOTE: ONE ADDITIONAL OFF-STREET PARKING SAPCE IS REQUIRED FOR EVERY 5 UNITS.

PROPOSED ON-STREET PARKING STALLS (8' X 22'):	37 SPACES
PROPOSED ON-STREET PARKING STALLS (8' X 20' MIN.):	16 SPACES
TOTAL PROPOSED ON-STREET PARKING STALLS:	53 SPACES



KEY MAP

N

SCALE: 1"=60 FEET

60 0 12 30 60

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PRELIMINARY OVERALL PARKING PLAN

LACAMAS VILLAGE

WOLLAM & ASSOCIATES

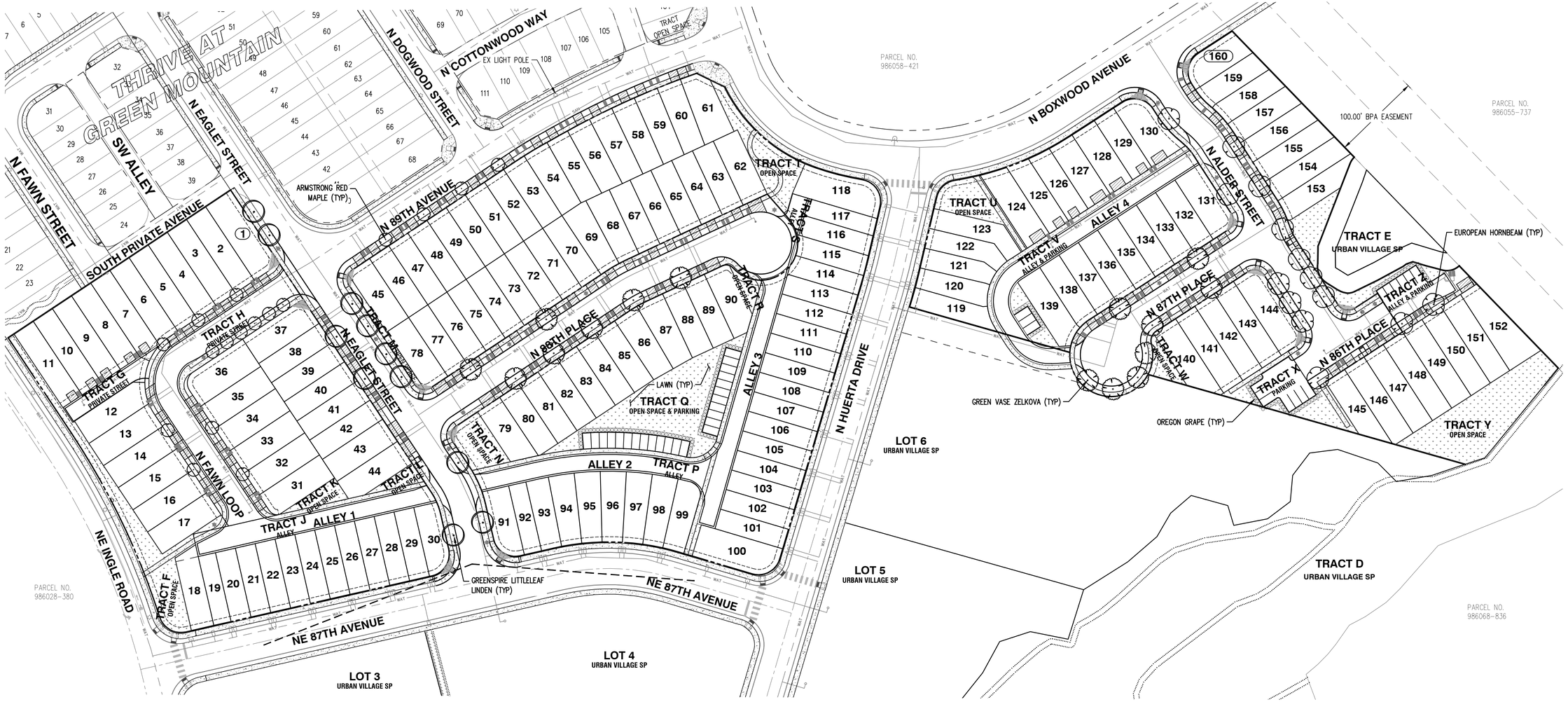
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P9.0

AKS DRAWING FILE: 11021 P9.0 PARKING.DWG | LAYOUT: P9.0





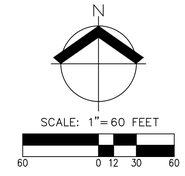
KEY MAP

PRELIMINARY PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
TREES					
	17	ACER RUBRUM 'ARMSTRONG'	ARMSTRONG RED MAPLE	2" CAL. B&B	AS SHOWN
	15	CARPINUS BETULUS	EUROPEAN HORNBEAM	2" CAL. B&B	AS SHOWN
	11	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LITTLELEAF LINDEN	2" CAL. B&B	AS SHOWN
	15	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	2" CAL. B&B	AS SHOWN
SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING
SHRUBS					
	150	MAHONIA AQUIFOLIUM	OREGON GRAPE	2 GAL. CONT.	48" o.c.
SYMBOL	QTY	DESCRIPTION			
GROUND COVERS					
	50,180 SF±	LAWN			

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, 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.
7. STREET TREES ALONG N HUERTA DRIVE, NE 87TH AVENUE, AND N BOXWOOD AVENUE ARE ADDRESSED UNDER URBAN VILLAGE SHORT PLAT STAGE 3 PLANS (BY OTHERS).



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PRELIMINARY OVERALL LANDSCAPE PLAN

LACAMAS VILLAGE

WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BALL
LANDSCAPE ARCHITECT
PRELIMINARY
NOT FOR CONSTRUCTION
REGISTERED LANDSCAPE ARCHITECT
EXP. 12/21/2026

JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	TEB
DRAWN BY:	TEB
CHECKED BY:	CJS

P10.0

AKS DRAWING FILE: 11021 P11.0 LANDLDWG | LAYOUT: P10.0





KEY MAP

GENERAL NOTE

1. REFER TO SHEET P10.0 FOR PRELIMINARY PLANT SCHEDULE AND NOTES.

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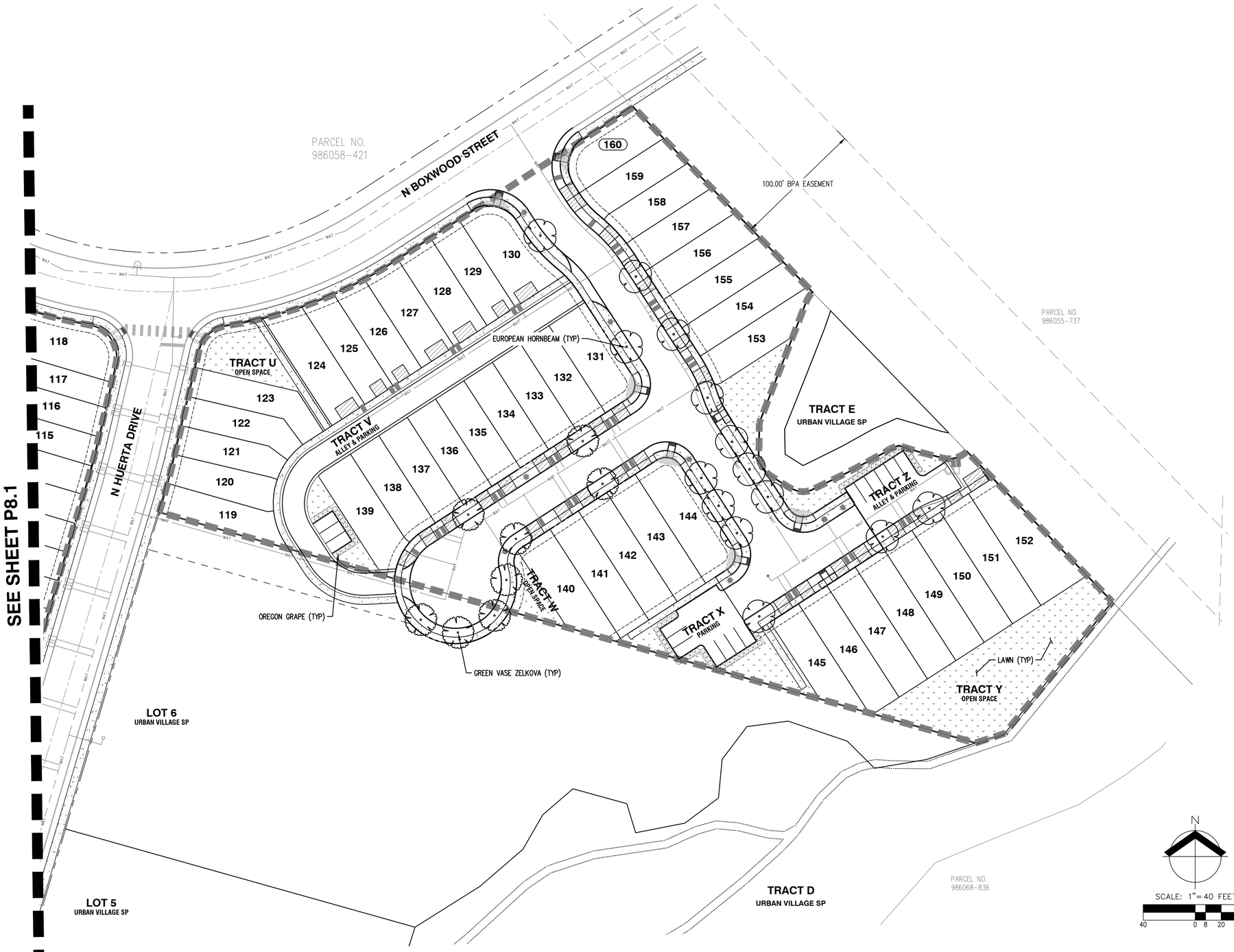
PRELIMINARY LANDSCAPE PLAN (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BARNES
PRELIMINARY NOT FOR CONSTRUCTION
LICENSED LANDSCAPE ARCHITECT

JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	TEB
DRAWN BY:	TEB
CHECKED BY:	CJS

P10.1

AKS DRAWING FILE: 11021 P11.0 LANDJOWG | LAYOUT: P10.1





KEY MAP

GENERAL NOTE

1. REFER TO SHEET P10.0 FOR PRELIMINARY PLANT SCHEDULE AND NOTES.

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PRELIMINARY LANDSCAPE PLAN (EAST)

LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BARNES
PRELIMINARY
NOT FOR CONSTRUCTION
LICENSED LANDSCAPE ARCHITECT
EXP. 12/29/2026

JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	TEB
DRAWN BY:	TEB
CHECKED BY:	CJS

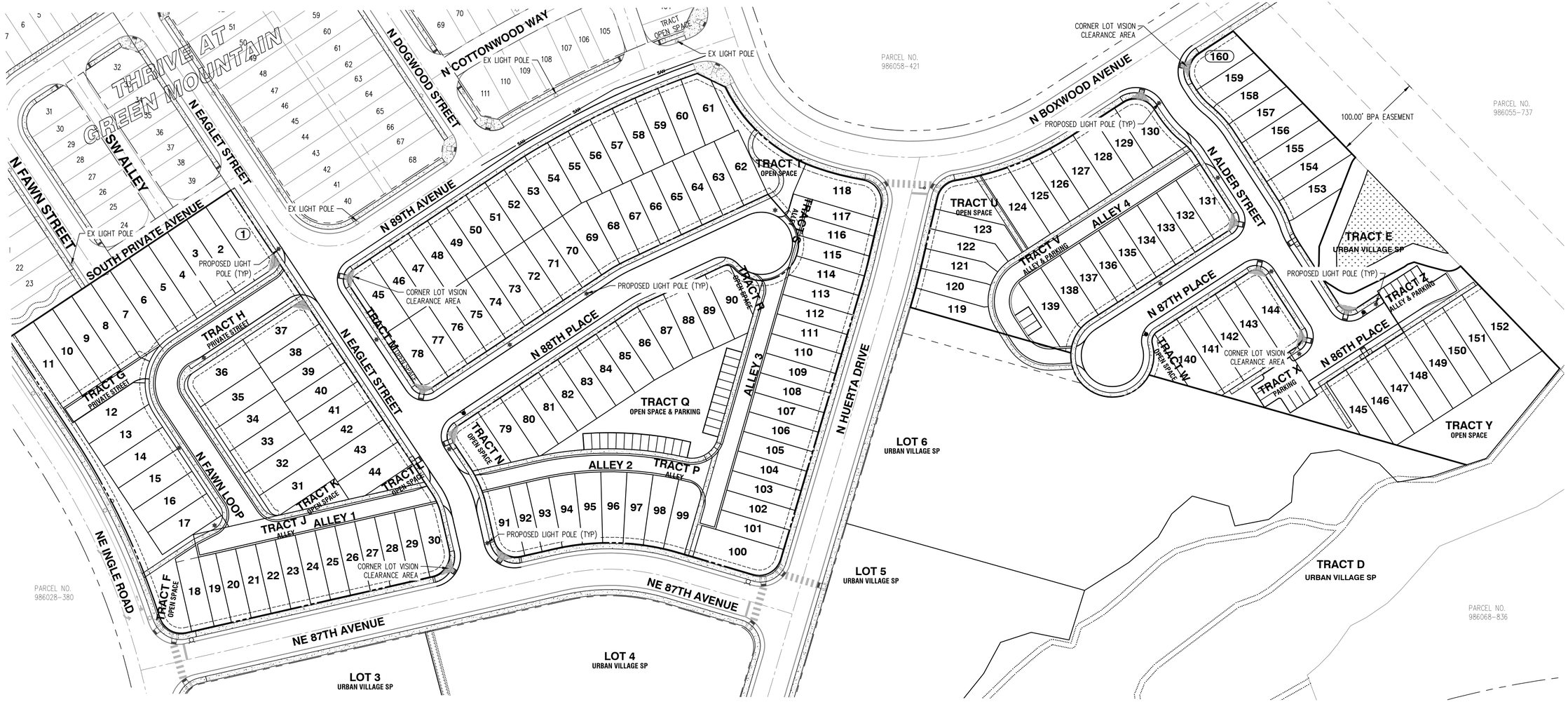
P10.2

AKS DRAWING FILE: 11021 P11.0 LAND.DWG | LAYOUT: P10.2

N

SCALE: 1" = 60 FEET

60 0 12 30 60





KEY MAP

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PRELIMINARY OVERALL LIGHTING PLAN

LACAMAS VILLAGE

WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

PRELIMINARY
NOT FOR CONSTRUCTION

JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P11.0

AKS DRAWING FILE: 11021 P11.0 LIGHT.DWG | LAYOUT: P11.0

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9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
(360) 882-0419

Date: 11/21/2025
To: City of Camas Community Development
From: Michael Andreotti, RLA
Project Name: Lacamas Village
AKS Job No.: **11021**
Project Site: Lots 1, 2, and 7 of the Green Mountain Urban Village Short Plat

Subject: **Lacamas Village Layout Update**

This memo is written to discuss layout updates for the Lacamas Village Subdivision based on comments received from City of Camas staff in a meeting on October 30, 2025.

North of Lots 1 – 8, an open space tract, Tract F, has been added that includes a 6-foot pathway connecting to the public sidewalk on N Eaglet Street. Along with the pathway, a row of shrubs is planned to help separate the pedestrians from the vehicle traffic the Private Avenue for the Thrive development and soften the feel of the area. The sidewalk along west side of N Eaglet Street has been widened to six feet (extending one foot outside the right-of-way within the public utility easement (PUE)) from the new pathway to NE 87th Avenue. In addition to widening the sidewalk along N Eaglet Street, the sidewalk along the north side of NE 87th Avenue and west side of N Huerta Drive has been widened to eight feet along the townhome frontages. Similar to the sidewalk along N Eaglet Street, this sidewalk will be widened into the PUE.

West of lots 11 – 18 along NE ingle Road, conceptual landscape has been added to Tract G to match with the landscaping that was installed with the Green Mountain Mixed Use PRD and Thrive at Green Mountain.

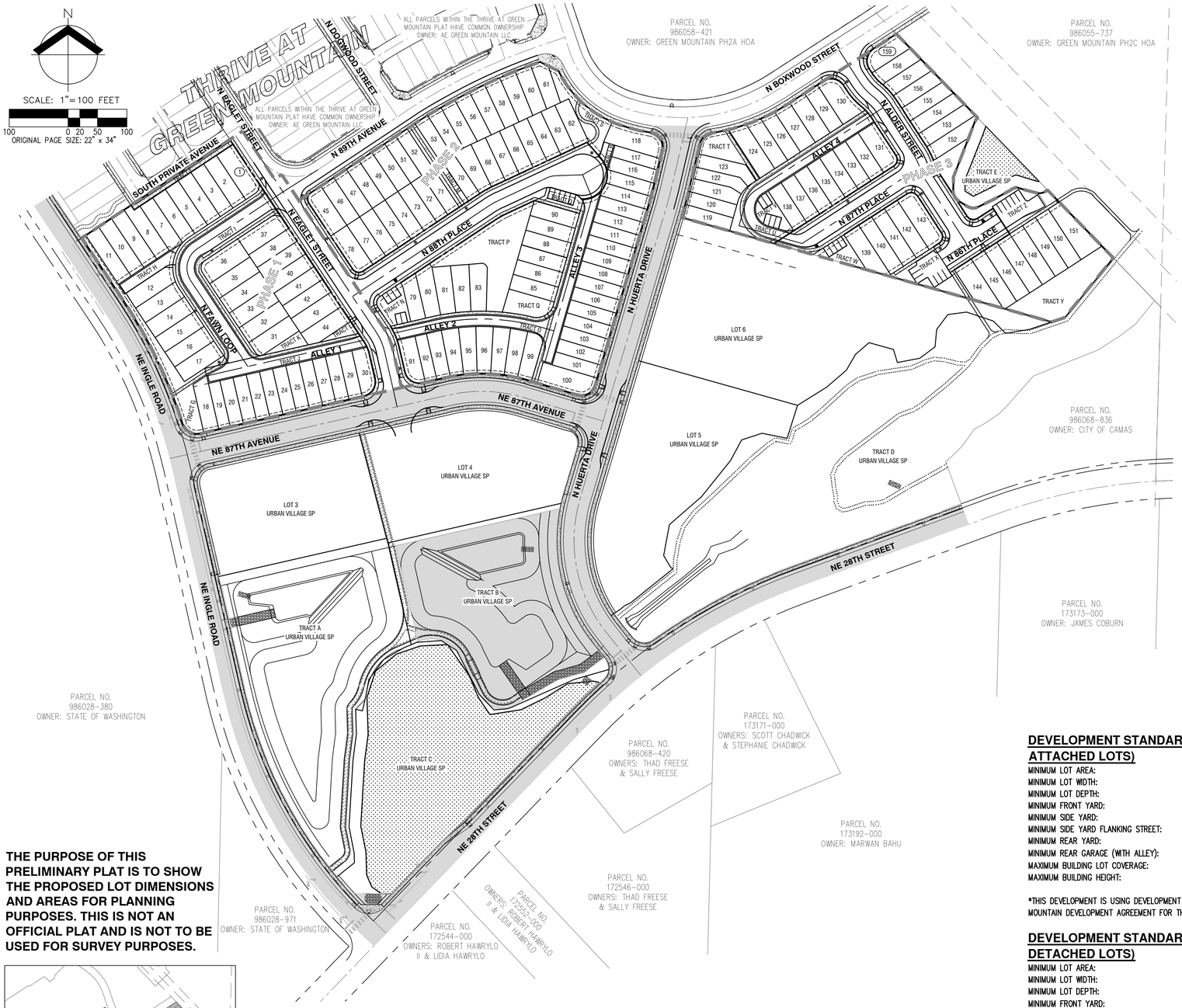
South of Lots 31 and 44, conceptual landscaping has been added to Tracts K and L. This landscaping includes trees and shrubs that will provide a variety of textures, colors, and heights and help to create a more welcoming street scape.

Tact M has been added connecting N 89th Avenue and N 88th Place, providing a direct physical and visual connection from the large open space within Thrive at Green Mountain, to the planned open space, Tract P, south of N 88th Place. Tract M will be landscaped and include a bench along the path. The tract will provide for open space connection between developments as well as enhance the walkability of the community.

Tract P, which was originally Tract Q, has been adjusted to front along the public street as opposed to the alleys, with rear-loaded lots fronting onto the open space. Conceptual amenity locations and landscaping has also been added to the tract to show a general concept for the space. Conceptual amenity images have also been provided with this memo as an example of what will be used in the space.

Tract Y south of lots 144-151 has also been updated with additional conceptual landscaping, picnic tables, benches, and two bocce ball courts. This tract is along the existing trail and will not only provide amenities for the planned community, but for the surrounding Green Mountain community as well. This tract will provide a great opportunity for active recreation, as well as viewing of the natural area south of the tract.

In addition to the modifications noted above. Additional conceptual landscaping and benches are shown throughout the neighborhood that will help enhance the walkability of the community, as well as provide a welcoming feel for residents and guests. The planned landscaping will create visual variety with different colors, textures, and heights.



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.



KEY MAP

OVERALL GENERAL NOTES

1. TRACTS F, K, L, M, N, R, T, U, W, AND Y TO BE OPEN SPACE LANDSCAPING. THESE TRACTS WILL BE PRIVATELY OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION (HOA).
2. TRACTS G AND S TO BE PRIVATE ALLEY FOR LOTS 8-11 AND 116-118, RESPECTIVELY. THESE TRACTS WILL BE OWNED AND MAINTAINED BY THE HOA.
3. TRACT H TO BE A PRIVATE STREET, OWNED AND MAINTAINED BY THE HOA.
4. TRACT Q TO BE OPEN SPACE AND PARKING, OWNED AND MAINTAINED BY THE HOA.
5. TRACT X TO BE OFF-STREET PARKING, OWNED AND MAINTAINED BY THE HOA.
6. TRACT V AND Z TO BE ALLEY AND PARKING, OWNED AND MAINTAINED BY THE HOA.
7. TRACT J AND P TO BE ALLEY FOR LOTS 18-30 AND LOTS 91-114, RESPECTIVELY. THESE TRACTS WILL BE OWNED AND MAINTAINED BY THE HOA.
8. BUILDING ENVELOPES SHALL BE PER THE PROPOSED DEVELOPMENT STANDARDS TABLE SHOWN ON THIS SHEET.
9. THERE ARE FIVE PROPOSED INTERNAL PUBLIC ROADS TO SERVE THE DEVELOPMENT. THE ROADS ARE PROPOSED TO BE CONSTRUCTED TO THE LOCAL STREET RIGHT-OF-WAY SECTION. FRONTAGE IMPROVEMENTS TO N 89TH AVENUE WILL INCLUDE CURB, PLANTER, AND SIDEWALK PER LOCAL STREET RIGHT-OF-WAY SECTION.
10. WATER - ALL LOTS WILL BE SERVED WITH PUBLIC WATER (CITY OF CAMAS).
11. SANITARY SEWER - ALL LOTS WILL BE SERVED WITH PUBLIC SANITARY SEWER (CITY OF CAMAS).
12. SURFACE MATERIAL FOR ALL PROPOSED ROADWAYS IS ASPHALT.
13. STORMWATER RUNOFF FROM PERVIOUS FRONT YARDS, IMPERVIOUS DRIVEWAYS, PARKING AREAS, AND ROADWAYS WILL BE COLLECTED VIA CATCH BASINS, AND CONVEY TO EXISTING STORMWATER TREATMENT AND DETENTION FACILITIES DESIGNED AND CONSTRUCTED WITH URBAN VILLAGE SHORT PLAT WITHIN TRACT A & B.
14. THERE ARE NO BICYCLE IMPROVEMENTS PROPOSED ON SITE.
15. FINAL ADDRESS MONUMENT LOCATION TO BE DETERMINED DURING FINAL ENGINEERING.
16. SEE LIGHTING PLAN FOR SITE LIGHTING ON SHEET P9.0.

APPLICANT

WOLLAM & ASSOCIATES
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VANCOUVER, WA 98662
PH: 360-798-5820
E-MAIL: TERRY@WOLLAMASSOCIATES.COM

OWNER

TERRELL & ASSOCIATES LLC.
CONTACT: JOHN SCHMIDT
17933 NW EVERGREEN PL, SUITE 300
BEAVERTON, OR 97006
PH: 503-597-7100
EMAIL: JOHN.SCHMIDT@METLANDGROUP.COM

CONTACT/ENGINEERING/ PLANNING/SURVEYING/ LANDSCAPE ARCHITECT

AKS ENGINEERING & FORESTRY, LLC.
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9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
PH: 360-882-0419
FAX: 360-882-0426
E-MAIL: ANDREOTTIM@AKS-ENG.COM

PROPERTY DESCRIPTION

LOCATED IN THE NORTHWEST 1/4 SECTION 20 AND 21, TOWNSHIP 2 NORTH, RANGE 3 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON.

PROPERTY LOCATION

NE QUADRANT OF THE INTERSECTION OF NE INGLE ROAD AND NE GOODWIN ROAD

EXISTING LAND USE/ZONE

VACANT LAND; ZONED CC, R-6, MF-10.

PROJECT PURPOSE

PHASED DEVELOPMENT OF LOTS 1, 2, & 7 OF THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT. DEVELOPMENT INCLUDES 46 ATTACHED SINGLE-FAMILY LOTS AND 113 DETACHED SINGLE-FAMILY LOTS, ALONG WITH ASSOCIATED ROADS AND OTHER SITE IMPROVEMENTS, WITHIN THREE PHASES.

SITE AREA

LOT 1: ±3.48 AC (±151,416 SF)
LOT 2: ±5.22 AC (±227,625 SF)
LOT 7: ±4.00 AC (±174,288 SF)
TOTAL LOT AREA: ±12.70 AC (±553,329 SF)

VERTICAL DATUM

ELEVATIONS SHOWN HEREON ARE NGVD29(47) A.K.A. CLARK COUNTY VERTICAL DATUM BASED ON TIES TO CLARK COUNTY BENCHMARKS:
LACAMAS-9, A CONCRETE MONUMENT WITH BRASS DISK, 25' NE OF CL OF BPA LINES OPPOSITE DRIVEWAY TO HOUSE #21917, 28' NORTH OF CL NE 28TH STREET. ELEVATION = 255.58
LACAMAS-8, A BRASS DISK IN SE CORNER OF WINGWALL OVER LACAMAS CREEK. ELEVATION = 191.33

PROPOSED TRACT AREA & PURPOSE

TRACT F:	2,020 SF	OPEN SPACE
TRACT G:	7,339 SF	OPEN SPACE
TRACT H:	2,179 SF	PRIVATE STREET
TRACT I:	17,938 SF	PRIVATE STREET
TRACT J:	7,089 SF	ALLEY
TRACT K:	1,063 SF	OPEN SPACE
TRACT L:	794 SF	OPEN SPACE
TRACT M:	2,800 SF	OPEN SPACE
TRACT N:	2,651 SF	PARKING
TRACT O:	15,062 SF	ALLEY
TRACT P:	11,944 SF	OPEN SPACE
TRACT Q:	1,686 SF	PARKING
TRACT R:	690 SF	ALLEY
TRACT S:	4,078 SF	OPEN SPACE
TRACT T:	3,309 SF	OPEN SPACE
TRACT U:	10,213 SF	ALLEY
TRACT V:	2,280 SF	PARKING
TRACT W:	2,189 SF	OPEN SPACE & PARKING
TRACT X:	5,201 SF	OPEN SPACE & PARKING
TRACT Y:	8,982 SF	OPEN SPACE
TRACT Z:	8,015 SF	PRIVATE STREET & PARKING

DEVELOPMENT STANDARDS (SINGLE-FAMILY ATTACHED LOTS)

MINIMUM LOT AREA:	1,000 SF
MINIMUM LOT WIDTH:	20 FEET
MINIMUM LOT DEPTH:	50 FEET
MINIMUM FRONT YARD:	0 OR 6 FEET, IF PUE
MINIMUM SIDE YARD:	0 OR 3 FEET
MINIMUM SIDE YARD FLANKING STREET:	0 OR 6 FEET, IF PUE
MINIMUM REAR YARD:	0 OR 6 FEET, IF PUE
MINIMUM REAR GARAGE (WITH ALLEY):	3 OR 18 FEET
MAXIMUM BUILDING LOT COVERAGE:	NONE
MAXIMUM BUILDING HEIGHT:	60 FEET

*THIS DEVELOPMENT IS USING DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA.

DEVELOPMENT STANDARDS (SINGLE-FAMILY DETACHED LOTS)

MINIMUM LOT AREA:	1,000 SF
MINIMUM LOT WIDTH:	20 FEET
MINIMUM LOT DEPTH:	50 FEET
MINIMUM FRONT YARD:	6 FEET / (3 FEET @ OPEN SPACE)
MINIMUM GARAGE FRONT:	18 FEET
MINIMUM SIDE YARD:	3 FEET
MINIMUM SIDE YARD FLANKING STREET:	10 FEET
MINIMUM REAR YARD:	10 FEET
MINIMUM REAR GARAGE (WITH ALLEY):	3 OR 18 FEET
MAXIMUM BUILDING LOT COVERAGE:	NONE
MAXIMUM BUILDING HEIGHT:	45 FEET

*THIS DEVELOPMENT IS USING DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA.

GREEN MOUNTAIN URBAN VILLAGE DENSITY

GROSS SITE AREA:	553,329 SF (12.70 AC)
OPEN SPACE AREA:	44,182 SF (1.01 AC)
NET AREA:	509,147 SF (11.69 AC)

DENSITY PER GREEN MOUNTAIN DEVELOPMENT AGREEMENT:

MAXIMUM DENSITY (24 X 11.69):	281 UNITS
MINIMUM DENSITY (12 X 11.69):	141 UNITS
TOTAL PROPOSED ATTACHED UNITS:	160 UNITS

PARKING STATISTICS

REQUIRED OFF-STREET PARKING STALLS:	32 SPACES
PROPOSED OFF-STREET PARKING STALLS:	33 SPACES
TRACT N:	5 SPACES
TRACT Q:	5 SPACES
TRACT V:	5 SPACES
TRACT W:	5 SPACES
TRACT X:	7 SPACES
TRACT Z:	6 SPACES
TOTAL PROPOSED:	33 SPACES

*NOTE: ONE ADDITIONAL OFF-STREET PARKING SPACE IS REQUIRED FOR EVERY 5 UNITS.

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

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OVERALL PRELIMINARY PLAT OVERVIEW
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	11/20/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.0

AKS DRAWING FILE: 11021 P3.0 PLAT.DWG | LAYOUT: P3.0

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
1	3,012
2	2,340
3	2,340
4	2,340
5	2,340
6	2,349
7	2,477
8	2,480
9	2,600
10	2,600
11	2,600
12	2,553
13	2,406
14	2,400
15	2,400

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
16	2,400
17	2,400
18	2,309
19	1,600
20	1,840
21	1,840
22	1,840
23	1,840
24	1,840
25	1,840
26	1,840
27	1,840
28	1,840
29	1,840
30	2,099

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
31	2,527
32	2,460
33	2,460
34	2,460
35	2,460
36	2,986
37	2,658
38	2,132
39	2,132
40	2,132
41	2,132
42	2,132
43	2,460
44	2,403
45	2,604

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
46	2,080
47	2,080
48	2,080
49	2,080
50	2,080
51	1,840
52	1,840
53	1,945
54	1,944
55	2,097
56	2,200
57	2,229
58	2,234
59	2,215
60	2,172

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
61	2,044
62	2,084
63	2,084
64	2,084
65	2,084
66	2,084
67	2,084
68	2,141
69	2,275
70	1,840
71	1,840
72	1,840
73	2,080
74	2,080
75	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
76	2,080
77	2,080
78	2,604
79	1,922
80	2,335
81	2,332
82	2,299
83	2,305
84	2,739
85	2,080
86	2,080
87	2,080
88	2,080
89	2,080
90	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
91	2,270
92	1,600
93	1,970
94	2,104
95	2,104
96	2,104
97	2,104
98	2,104
99	2,117
100	3,417
101	1,843
102	1,848
103	1,853
104	1,858
105	1,863

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
106	1,868
107	1,873
108	1,878
109	1,883
110	1,888
111	1,893
112	1,898
113	1,903
114	1,884
115	1,867
116	1,878
117	1,612
118	3,407

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T1	70.01'	S57° 35' 47"W
T2	175.00'	S56° 24' 18"W
T3	175.15'	S33° 35' 42"E
T4	272.83'	N77° 10' 15"E
T5	95.82'	N12° 49' 45"W
T6	354.99'	N33° 35' 43"W
T7	67.01'	N77° 10' 15"E

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T8	17.99'	S73° 30' 37"E
T9	291.63'	N15° 56' 39"E
T10	33.02'	S15° 56' 39"W
T11	276.81'	N56° 24' 18"E
T12	88.48'	N64° 58' 49"E
T13	45.60'	N88° 03' 51"E

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	39.00'	90°00'00"	61.26'	S11°24'18"W 55.15'
C2	100.00'	20°45'57"	36.24'	N23°12'43"W 36.05'
C3	373.00'	29°19'08"	190.87'	S88°10'11"E 188.79'
C4	150.00'	8°34'31"	22.45'	N60°41'33"E 22.43'
C5	39.00'	23°05'02"	15.71'	N76°31'20"E 15.61'

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

GENERAL NOTES

1. SEE SHEET P3.0 FOR OVERALL GENERAL NOTES.
2. LOT SETBACKS SHALL BE PER THE DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA SHOWN ON SHEET P3.0



KEY MAP

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.

SCALE: 1"= 40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"

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PRELIMINARY PLAT (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

CJS JAMES SHACK
STATE OF WASHINGTON
PRELIMINARY
NOT FOR CONSTRUCTION
REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	11021
DATE:	11/20/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.1

AKS DRAWING FILE: 11021 P3.0 PLAT.DWG | LAYOUT: P3.1

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
119	1,946
120	1,946
121	2,070
122	1,876
123	2,365
124	2,806

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
125	2,251
126	2,143
127	2,409
128	2,400
129	2,080
130	2,960

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
131	2,604
132	2,080
133	2,080
134	2,080
135	2,080
136	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
137	2,080
138	2,081
139	2,620
140	2,600
141	2,600
142	2,600

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
143	3,227
144	2,741
145	2,662
146	2,665
147	2,665
148	2,665

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
149	2,665
150	2,665
151	3,298
152	2,256
153	2,487
154	2,354

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
155	2,220
156	2,087
157	2,016
158	2,045
159	2,312

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T14	250.59'	S57° 06' 11"W
T15	63.39'	S74° 12' 36"E
T18	238.02'	S57° 06' 11"W
T19	63.55'	S32° 53' 49"E
T20	91.43'	S32° 53' 49"E
T21	126.00'	S32° 53' 49"E
T22	120.41'	N57° 06' 11"E

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C9	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C10	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C11	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'
C12	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'
C13	43.00'	131°18'47"	98.55'	S8°33'12"E 78.35'

GENERAL NOTES

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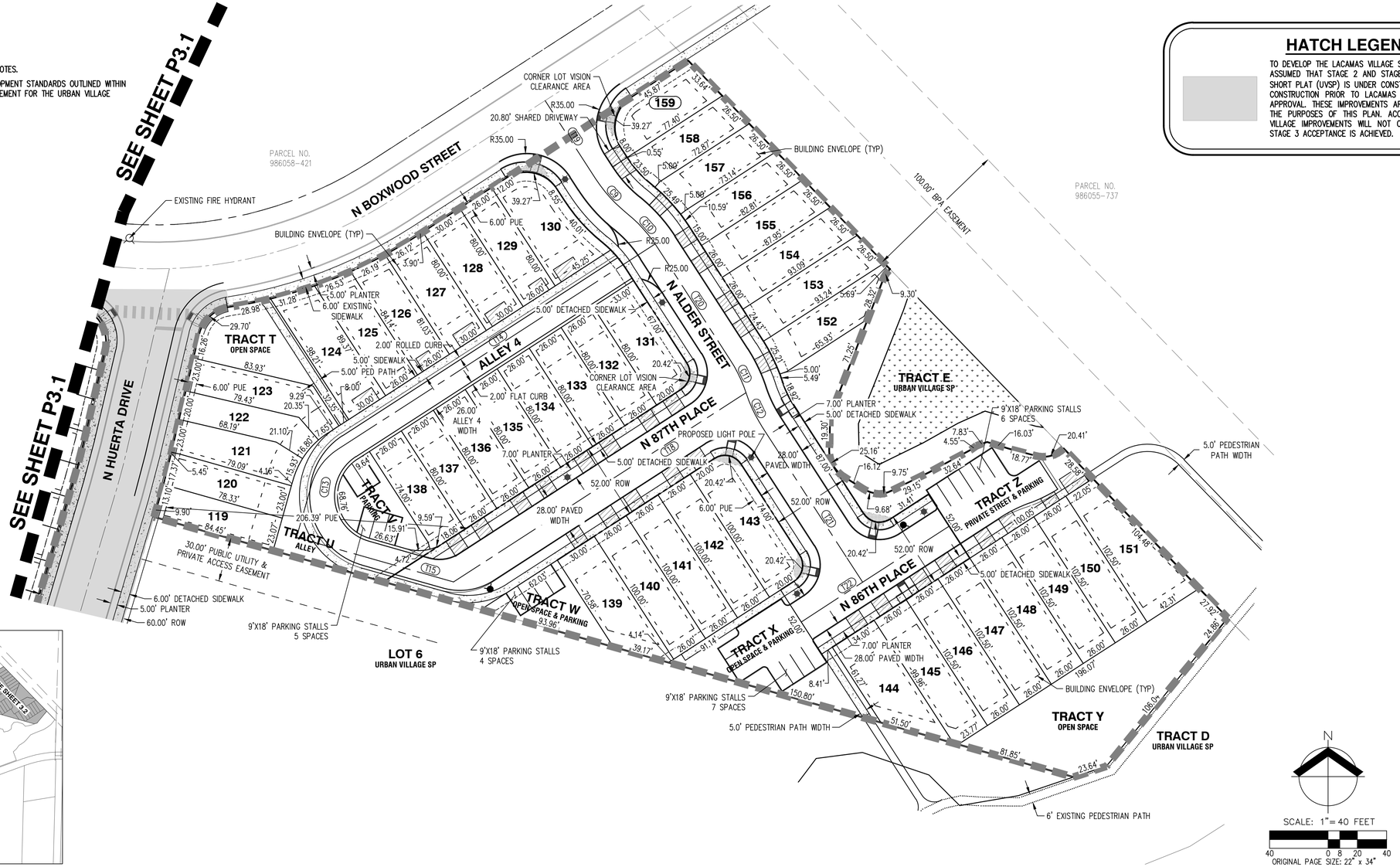



KEY MAP

HATCH LEGEND

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N

SCALE: 1" = 40 FEET

40 0 8 20 40

ORIGINAL PAGE SIZE: 22" x 34"

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PRELIMINARY PLAT (EAST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

JOB NUMBER:	11021
DATE:	11/20/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.2

AKS DRAWING FILE: 11021 P3.0 PLATDWG | LAYOUT: P3.2

UPDATE NOTES

1. TRACT F – INCLUDES A 6-FOOT PATHWAY CONNECTING TO THE PUBLIC SIDEWALK ON N EAGLET STREET WITH A ROW OF SHRUBS TO HELP SEPARATE THE PEDESTRIANS FROM THE VEHICLE TRAFFIC THE PRIVATE AVENUE FOR THE THRIVE DEVELOPMENT AND SOFTEN THE FEEL OF THE AREA.
2. THE SIDEWALK ALONG WEST SIDE OF N EAGLET STREET HAS BEEN WIDENED TO SIX FEET FROM THE NEW PATHWAY TO NE 87TH AVENUE.
3. THE SIDEWALK ALONG THE NORTH SIDE OF NE 87TH AVENUE AND WEST SIDE OF N HUERTA DRIVE HAS BEEN WIDENED TO EIGHT FEET ALONG THE TOWNHOME FRONTAGES.
4. TRACT G – CONCEPTUAL LANDSCAPE TO MATCH WITH THE LANDSCAPING THAT WAS INSTALLED WITH THE GREEN MOUNTAIN MIXED USE PRD AND THRIVE AT GREEN MOUNTAIN.
5. TRACTS K AND L – CONCEPTUAL LANDSCAPING INCLUDING TREES AND SHRUBS THAT WILL PROVIDE A VARIETY OF TEXTURES, COLORS, AND HEIGHTS AND HELP TO CREATE A MORE WELCOMING STREET SCAPE.
6. TACT M – PROVIDES CONNECTION BETWEEN N 89TH AVENUE AND N 88TH PLACE, CREATING A DIRECT PHYSICAL AND VISUAL CONNECTION FROM THE LARGE OPEN SPACE WITHIN THRIVE AT GREEN MOUNTAIN TO TRACT P.
7. TRACT P – ADJUSTED TO FRONT ALONG THE PUBLIC STREET AS OPPOSED TO THE ALLEYS, WITH REAR-LOADED LOTS FRONTING ONTO THE OPEN SPACE. CONCEPTUAL AMENITY LOCATIONS AND LANDSCAPING HAS BEEN ADDED TO THE TRACT TO SHOW A GENERAL CONCEPT FOR THE SPACE.
8. TRACT Y – UPDATED WITH ADDITIONAL CONCEPTUAL LANDSCAPING, PICNIC TABLES, BENCHES, AND TWO BOCCE BALL COURTS.
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AMENITY QTY.

BENCHES = 10
PICNIC TABLES = 5
BOCCE BALL COURTS = 2
PLAY STRUCTURE = 1
SWING SET = 1

PLANT QTY.

TREES = 73
SHRUBS = 496



KEY MAP

SCALE: 1"= 40 FEET

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PRELIMINARY LANDSCAPE PLAN (WEST)

LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BARNES
PRELIMINARY
NOT FOR CONSTRUCTION
LICENSED LANDSCAPE ARCHITECT
EXP. 12/21/2026

JOB NUMBER:	11021
DATE:	11/21/2025
DESIGNED BY:	TEB
DRAWN BY:	TEB
CHECKED BY:	CJS

P10.1

AKS DRAWING FILE: 11021 RENDERING.DWG | LAYOUT: P10.1

UPDATE NOTES

1. TRACT F – INCLUDES A 6-FOOT PATHWAY CONNECTING TO THE PUBLIC SIDEWALK ON N EAGLET STREET WITH A ROW OF SHRUBS TO HELP SEPARATE THE PEDESTRIANS FROM THE VEHICLE TRAFFIC THE PRIVATE AVENUE FOR THE THRIVE DEVELOPMENT AND SOFTEN THE FEEL OF THE AREA.
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BENCHES = 10
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BOCCE BALL COURTS = 2
PLAY STRUCTURE = 1
SWING SET = 1

PLANT QTY.

TREES = 73
SHRUBS = 496





KEY MAP

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PRELIMINARY LANDSCAPE PLAN (EAST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BAIRD
LICENSED LANDSCAPE ARCHITECT
PRELIMINARY NOT FOR CONSTRUCTION

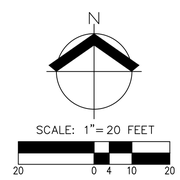
JOB NUMBER:	11021
DATE:	11/21/2025
DESIGNED BY:	TEB
DRAWN BY:	TEB
CHECKED BY:	CJS

P10.2

AKS DRAWING FILE: 11021 RENDERING.DWG | LAYOUT: P10.2



1 TRACT P ENLARGEMENT
Scale: 1:20





2 TRACT Y ENLARGEMENT
Scale: 1:20

UPDATE NOTES

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SWING SET = 1

PLANT QTY.

TREES = 73
SHRUBS = 496

AKS DRAWING FILE: 11021 RENDERING.DWG | LAYOUT: P10.3

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PRELIMINARY TRACTS P AND Y ENLARGEMENTS
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BAUER
LICENSED LANDSCAPE ARCHITECT
NORTH EXP. 12/21/2026
PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	11021
DATE:	11/21/2025
DESIGNED BY:	TEB
DRAWN BY:	TEB
CHECKED BY:	CJS

P10.3

350-2237

350-2237A

Equipment Manufacturer

PLAYWORLD
The world needs play.



350-2237

350-2237A

Equipment Manufacturer

PLAYWORLD
The world needs play.





UPDATE NOTES

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PICNIC TABLES = 5
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PLANT QTY.

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SHRUBS = 496



KEY MAP

SCALE: 1"= 40 FEET
40 0 8 20 40

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STATE OF WASHINGTON
TIMOTHY E. BARNES
PRELIMINARY
NOT FOR CONSTRUCTION
LICENSED LANDSCAPE ARCHITECT
EXP. 12/21/2026

JOB NUMBER:	11021
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DESIGNED BY:	TEB
DRAWN BY:	TEB
CHECKED BY:	CJS

P10.1

AKS DRAWING FILE: 11021 RENDERING.DWG | LAYOUT: P10.1

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TREES = 73
SHRUBS = 496





KEY MAP

N

SCALE: 1"= 40 FEET
40 0 8 20 40

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EXP. 12/21/2026

JOB NUMBER:	11021
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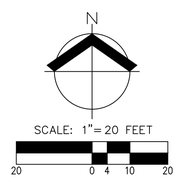
CHECKED BY:	CJS

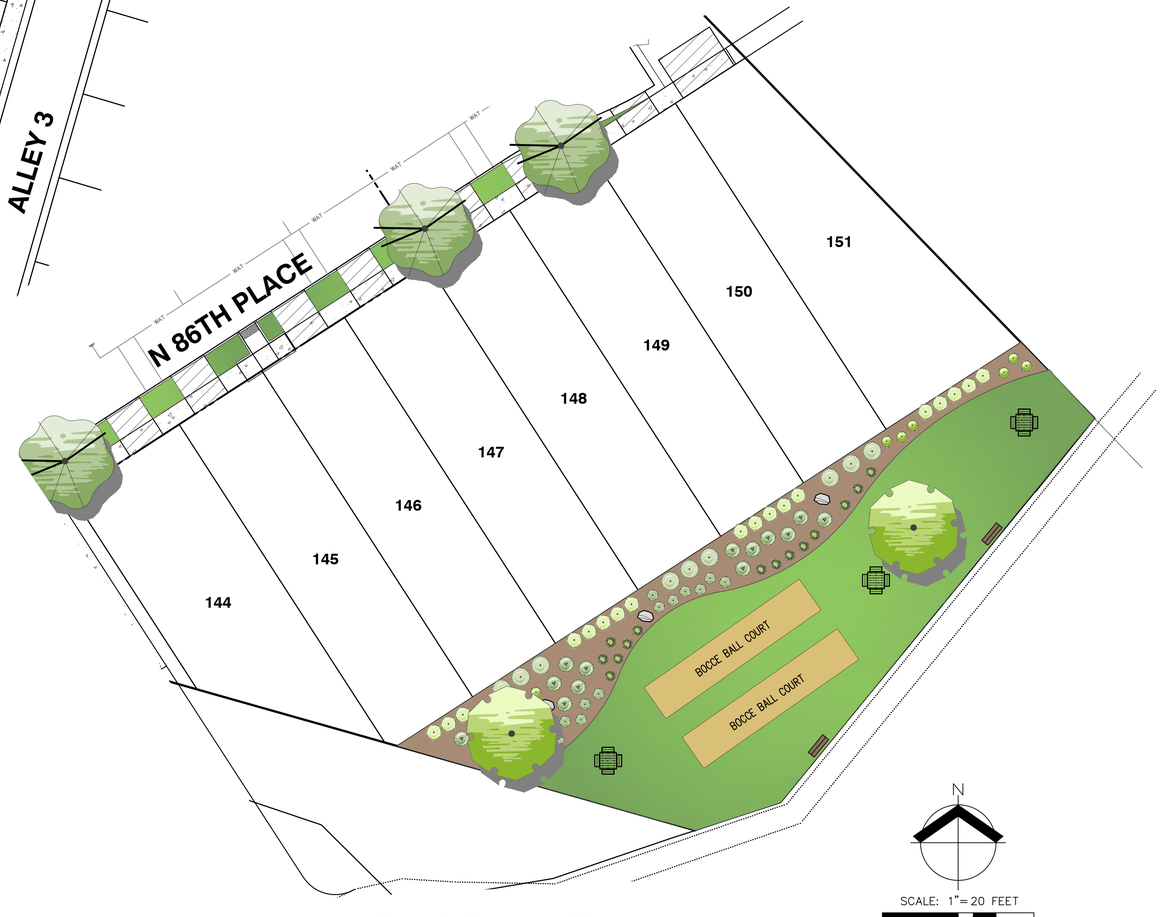
P10.2

AKS DRAWING FILE: 11021 RENDERING.DWG | LAYOUT: P10.2



1 TRACT P ENLARGEMENT
Scale: 1:20





2 TRACT Y ENLARGEMENT
Scale: 1:20

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1. TRACT F – INCLUDES A 6-FOOT PATHWAY CONNECTING TO THE PUBLIC SIDEWALK ON N EAGLET STREET WITH A ROW OF SHRUBS TO HELP SEPARATE THE PEDESTRIANS FROM THE VEHICLE TRAFFIC THE PRIVATE AVENUE FOR THE THRIVE DEVELOPMENT AND SOFTEN THE FEEL OF THE AREA.
2. THE SIDEWALK ALONG WEST SIDE OF N EAGLET STREET HAS BEEN WIDENED TO SIX FEET FROM THE NEW PATHWAY TO NE 87TH AVENUE.
3. THE SIDEWALK ALONG THE NORTH SIDE OF NE 87TH AVENUE AND WEST SIDE OF N HUERTA DRIVE HAS BEEN WIDENED TO EIGHT FEET ALONG THE TOWNHOME FRONTAGES.
4. TRACT G – CONCEPTUAL LANDSCAPE TO MATCH WITH THE LANDSCAPING THAT WAS INSTALLED WITH THE GREEN MOUNTAIN MIXED USE PRD AND THRIVE AT GREEN MOUNTAIN.
5. TRACTS K AND L – CONCEPTUAL LANDSCAPING INCLUDING TREES AND SHRUBS THAT WILL PROVIDE A VARIETY OF TEXTURES, COLORS, AND HEIGHTS AND HELP TO CREATE A MORE WELCOMING STREET SCAPE.
6. TACT M – PROVIDES CONNECTION BETWEEN N 89TH AVENUE AND N 88TH PLACE, CREATING A DIRECT PHYSICAL AND VISUAL CONNECTION FROM THE LARGE OPEN SPACE WITHIN THRIVE AT GREEN MOUNTAIN TO TRACT P.
7. TRACT P – ADJUSTED TO FRONT ALONG THE PUBLIC STREET AS OPPOSED TO THE ALLEYS, WITH REAR-LOADED LOTS FRONTING ONTO THE OPEN SPACE. CONCEPTUAL AMENITY LOCATIONS AND LANDSCAPING HAS BEEN ADDED TO THE TRACT TO SHOW A GENERAL CONCEPT FOR THE SPACE.
8. TRACT Y – UPDATED WITH ADDITIONAL CONCEPTUAL LANDSCAPING, PICNIC TABLES, BENCHES, AND TWO BOCCE BALL COURTS.
9. ADDITIONAL CONCEPTUAL LANDSCAPING AND BENCHES ARE SHOWN THROUGHOUT THE NEIGHBORHOOD THAT WILL HELP ENHANCE THE WALKABILITY OF THE COMMUNITY, AS WELL AS PROVIDE A WELCOMING FEEL FOR RESIDENTS AND GUESTS. THE PLANNED LANDSCAPING WILL CREATE VISUAL VARIETY WITH DIFFERENT COLORS, TEXTURES, AND HEIGHTS.

AMENITY QTY.

BENCHES = 10
PICNIC TABLES = 5
BOCCE BALL COURTS = 2
PLAY STRUCTURE = 1
SWING SET = 1

PLANT QTY.

TREES = 73
SHRUBS = 496

AKS DRAWING FILE: 11021 RENDERING.DWG | LAYOUT: P10.3

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PRELIMINARY TRACTS P AND Y ENLARGEMENTS
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BAUER
LICENSED LANDSCAPE ARCHITECT
NORTH EXP. 12/21/2026
PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	11021
DATE:	11/21/2025
DESIGNED BY:	TEB
DRAWN BY:	TEB
CHECKED BY:	CJS

P10.3

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350-2237A

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VANCOUVER, WA 98682
(360) 882-0419

Date: 11/21/2025
To: City of Camas Community Development
From: Michael Andreotti, RLA
Project Name: Lacamas Village
AKS Job No.: **11021**
Project Site: Lots 1, 2, and 7 of the Green Mountain Urban Village Short Plat

Subject: **Lacamas Village Layout Update**

This memo is written to discuss layout updates for the Lacamas Village Subdivision based on comments received from City of Camas staff in a meeting on October 30, 2025.

North of Lots 1 – 8, an open space tract, Tract F, has been added that includes a 6-foot pathway connecting to the public sidewalk on N Eaglet Street. Along with the pathway, a row of shrubs is planned to help separate the pedestrians from the vehicle traffic the Private Avenue for the Thrive development and soften the feel of the area. The sidewalk along west side of N Eaglet Street has been widened to six feet (extending one foot outside the right-of-way within the public utility easement (PUE)) from the new pathway to NE 87th Avenue. In addition to widening the sidewalk along N Eaglet Street, the sidewalk along the north side of NE 87th Avenue and west side of N Huerta Drive has been widened to eight feet along the townhome frontages. Similar to the sidewalk along N Eaglet Street, this sidewalk will be widened into the PUE.

West of lots 11 – 18 along NE ingle Road, conceptual landscape has been added to Tract G to match with the landscaping that was installed with the Green Mountain Mixed Use PRD and Thrive at Green Mountain.

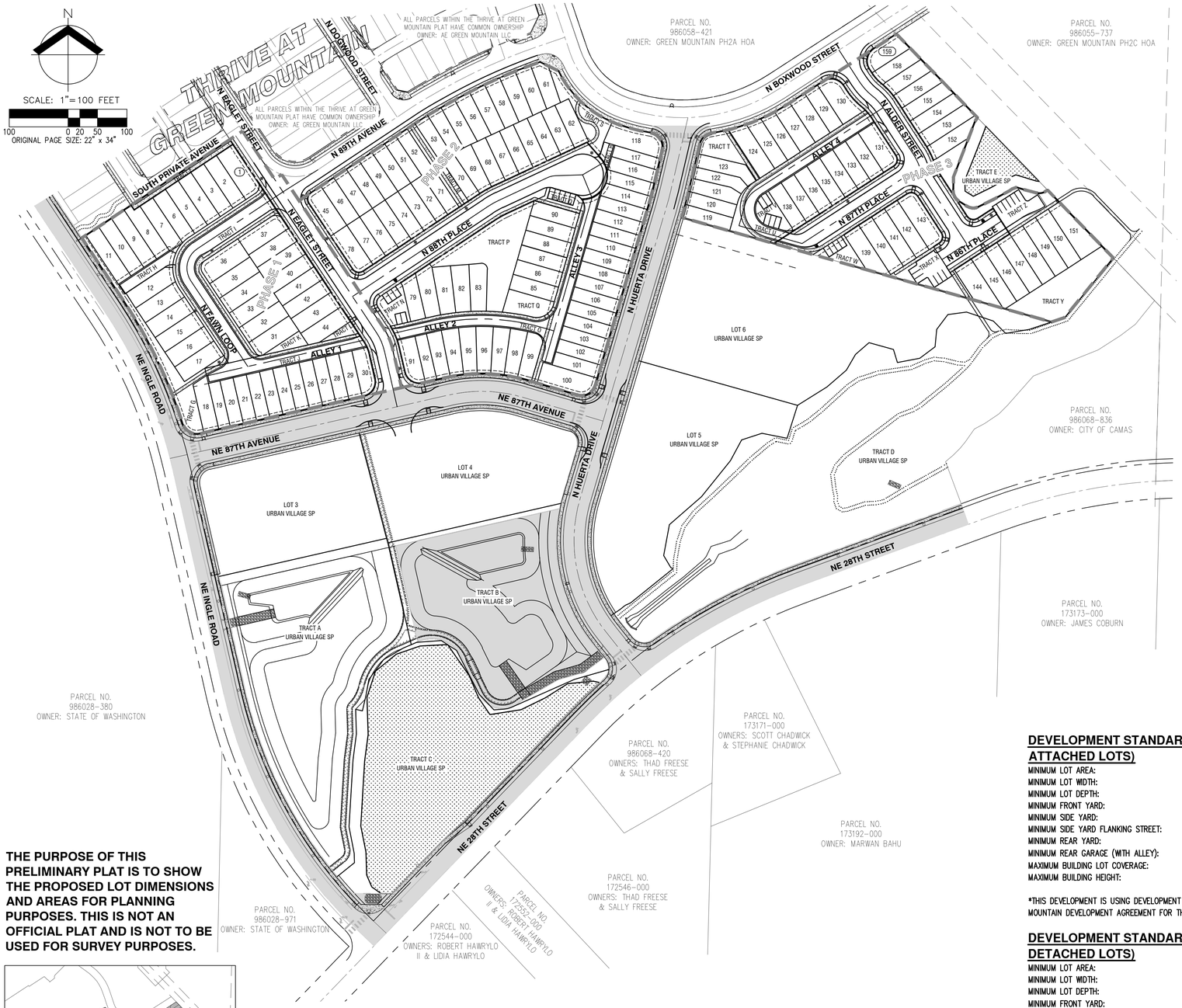
South of Lots 31 and 44, conceptual landscaping has been added to Tracts K and L. This landscaping includes trees and shrubs that will provide a variety of textures, colors, and heights and help to create a more welcoming street scape.

Tact M has been added connecting N 89th Avenue and N 88th Place, providing a direct physical and visual connection from the large open space within Thrive at Green Mountain, to the planned open space, Tract P, south of N 88th Place. Tract M will be landscaped and include a bench along the path. The tract will provide for open space connection between developments as well as enhance the walkability of the community.

Tract P, which was originally Tract Q, has been adjusted to front along the public street as opposed to the alleys, with rear-loaded lots fronting onto the open space. Conceptual amenity locations and landscaping has also been added to the tract to show a general concept for the space. Conceptual amenity images have also been provided with this memo as an example of what will be used in the space.

Tract Y south of lots 144-151 has also been updated with additional conceptual landscaping, picnic tables, benches, and two bocce ball courts. This tract is along the existing trail and will not only provide amenities for the planned community, but for the surrounding Green Mountain community as well. This tract will provide a great opportunity for active recreation, as well as viewing of the natural area south of the tract.

In addition to the modifications noted above. Additional conceptual landscaping and benches are shown throughout the neighborhood that will help enhance the walkability of the community, as well as provide a welcoming feel for residents and guests. The planned landscaping will create visual variety with different colors, textures, and heights.



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.



KEY MAP

OVERALL GENERAL NOTES

1. TRACTS F, K, L, M, N, R, T, U, W, AND Y TO BE OPEN SPACE LANDSCAPING. THESE TRACTS WILL BE PRIVATELY OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION (HOA).
2. TRACTS G AND S TO BE PRIVATE ALLEY FOR LOTS 8–11 AND 116–118, RESPECTIVELY. THESE TRACTS WILL BE OWNED AND MAINTAINED BY THE HOA.
3. TRACT H TO BE A PRIVATE STREET, OWNED AND MAINTAINED BY THE HOA.
4. TRACT Q TO BE OPEN SPACE AND PARKING, OWNED AND MAINTAINED BY THE HOA.
5. TRACT X TO BE OFF–STREET PARKING, OWNED AND MAINTAINED BY THE HOA.
6. TRACT V AND Z TO BE ALLEY AND PARKING, OWNED AND MAINTAINED BY THE HOA.
7. TRACT J AND P TO BE ALLEY FOR LOTS 18–30 AND LOTS 91–114, RESPECTIVELY. THESE TRACTS WILL BE OWNED AND MAINTAINED BY THE HOA.
8. BUILDING ENVELOPES SHALL BE PER THE PROPOSED DEVELOPMENT STANDARDS TABLE SHOWN ON THIS SHEET.
9. THERE ARE FIVE PROPOSED INTERNAL PUBLIC ROADS TO SERVE THE DEVELOPMENT. THE ROADS ARE PROPOSED TO BE CONSTRUCTED TO THE LOCAL STREET RIGHT–OF–WAY SECTION. FRONTAGE IMPROVEMENTS TO N 89TH AVENUE WILL INCLUDE CURB, PLANTER, AND SIDEWALK PER LOCAL STREET RIGHT–OF–WAY SECTION.
10. WATER – ALL LOTS WILL BE SERVED WITH PUBLIC WATER (CITY OF CAMAS).
11. SANITARY SEWER – ALL LOTS WILL BE SERVED WITH PUBLIC SANITARY SEWER (CITY OF CAMAS).
12. SURFACE MATERIAL FOR ALL PROPOSED ROADWAYS IS ASPHALT.
13. STORMWATER RUNOFF FROM PERVIOUS FRONT YARDS, IMPERVIOUS DRIVEWAYS, PARKING AREAS, AND ROADWAYS WILL BE COLLECTED VIA CATCH BASINS, AND CONVEY TO EXISTING STORMWATER TREATMENT AND DETENTION FACILITIES DESIGNED AND CONSTRUCTED WITH URBAN VILLAGE SHORT PLAT WITHIN TRACT A & B.
14. THERE ARE NO BICYCLE IMPROVEMENTS PROPOSED ON SITE.
15. FINAL ADDRESS MONUMENT LOCATION TO BE DETERMINED DURING FINAL ENGINEERING.
16. SEE LIGHTING PLAN FOR SITE LIGHTING ON SHEET P9.0.

APPLICANT

WOLLAM & ASSOCIATES
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7701 NE GREENWOOD DRIVE, SUITE 100
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E–MAIL: TERRY@WOLLAMASSOCIATES.COM

OWNER

TERRELL & ASSOCIATES LLC.
CONTACT: JOHN SCHMIDT
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EMAIL: JOHN.SCHMIDT@METLANDGROUP.COM

CONTACT/ENGINEERING/ PLANNING/SURVEYING/ LANDSCAPE ARCHITECT

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E–MAIL: ANDREOTTIM@AKS–ENG.COM

PROPERTY DESCRIPTION

LOCATED IN THE NORTHWEST 1/4 SECTION 20 AND 21, TOWNSHIP 2 NORTH, RANGE 3 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON.

PROPERTY LOCATION

NE QUADRANT OF THE INTERSECTION OF NE INGLE ROAD AND NE GOODWIN ROAD

EXISTING LAND USE/ZONE

VACANT LAND; ZONED CC, R–6, MF–10.

PROJECT PURPOSE

PHASED DEVELOPMENT OF LOTS 1, 2, & 7 OF THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT. DEVELOPMENT INCLUDES 46 ATTACHED SINGLE–FAMILY LOTS AND 113 DETACHED SINGLE–FAMILY LOTS, ALONG WITH ASSOCIATED ROADS AND OTHER SITE IMPROVEMENTS, WITHIN THREE PHASES.

SITE AREA

LOT 1: ±3.48 AC (±151,416 SF)
LOT 2: ±5.22 AC (±227,625 SF)
LOT 7: ±4.00 AC (±174,288 SF)
TOTAL LOT AREA: ±12.70 AC (±553,329 SF)

VERTICAL DATUM

ELEVATIONS SHOWN HEREON ARE NGVD29(47) A.K.A. CLARK COUNTY VERTICAL DATUM BASED ON TIES TO CLARK COUNTY BENCHMARKS:
LACAMAS–9, A CONCRETE MONUMENT WITH BRASS DISK, 25' NE OF CL OF BPA LINES OPPOSITE DRIVEWAY TO HOUSE #21917, 28' NORTH OF CL NE 28TH STREET. ELEVATION = 255.58
LACAMAS–8, A BRASS DISK IN SE CORNER OF WINGWALL OVER LACAMAS CREEK. ELEVATION = 191.33

PROPOSED TRACT AREA & PURPOSE

TRACT F:	2,020 SF	OPEN SPACE
TRACT G:	7,339 SF	OPEN SPACE
TRACT H:	2,179 SF	PRIVATE STREET
TRACT I:	17,938 SF	PRIVATE STREET
TRACT J:	7,089 SF	ALLEY
TRACT K:	1,063 SF	OPEN SPACE
TRACT L:	794 SF	OPEN SPACE
TRACT M:	2,800 SF	OPEN SPACE
TRACT N:	2,651 SF	PARKING
TRACT O:	15,062 SF	ALLEY
TRACT P:	11,944 SF	OPEN SPACE
TRACT Q:	1,686 SF	PARKING
TRACT R:	690 SF	ALLEY
TRACT S:	4,078 SF	OPEN SPACE
TRACT T:	3,309 SF	OPEN SPACE
TRACT U:	10,213 SF	ALLEY
TRACT V:	2,280 SF	PARKING
TRACT W:	2,189 SF	OPEN SPACE & PARKING
TRACT X:	5,201 SF	OPEN SPACE & PARKING
TRACT Y:	8,982 SF	OPEN SPACE
TRACT Z:	8,015 SF	PRIVATE STREET & PARKING

DEVELOPMENT STANDARDS (SINGLE–FAMILY ATTACHED LOTS)

MINIMUM LOT AREA:	1,000 SF
MINIMUM LOT WIDTH:	20 FEET
MINIMUM LOT DEPTH:	50 FEET
MINIMUM FRONT YARD:	0 OR 6 FEET, IF PUE
MINIMUM SIDE YARD:	0 OR 3 FEET
MINIMUM SIDE YARD FLANKING STREET:	0 OR 6 FEET, IF PUE
MINIMUM REAR YARD:	0 OR 6 FEET, IF PUE
MINIMUM REAR GARAGE (WITH ALLEY):	3 OR 18 FEET
MAXIMUM BUILDING LOT COVERAGE:	NONE
MAXIMUM BUILDING HEIGHT:	60 FEET

*THIS DEVELOPMENT IS USING DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA.

DEVELOPMENT STANDARDS (SINGLE–FAMILY DETACHED LOTS)

MINIMUM LOT AREA:	1,000 SF
MINIMUM LOT WIDTH:	20 FEET
MINIMUM LOT DEPTH:	50 FEET
MINIMUM FRONT YARD:	6 FEET / (3 FEET @ OPEN SPACE)
MINIMUM GARAGE FRONT:	18 FEET
MINIMUM SIDE YARD:	3 FEET
MINIMUM SIDE YARD FLANKING STREET:	10 FEET
MINIMUM REAR YARD:	10 FEET
MINIMUM REAR GARAGE (WITH ALLEY):	3 OR 18 FEET
MAXIMUM BUILDING LOT COVERAGE:	NONE
MAXIMUM BUILDING HEIGHT:	45 FEET

*THIS DEVELOPMENT IS USING DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA.

GREEN MOUNTAIN URBAN VILLAGE DENSITY

GROSS SITE AREA:	553,329 SF (12.70 AC)
OPEN SPACE AREA:	44,182 SF (1.01 AC)
NET AREA:	509,147 SF (11.69 AC)

DENSITY PER GREEN MOUNTAIN DEVELOPMENT AGREEMENT:

MAXIMUM DENSITY (24 X 11.69):	281 UNITS
MINIMUM DENSITY (12 X 11.69):	141 UNITS
TOTAL PROPOSED ATTACHED UNITS:	160 UNITS

PARKING STATISTICS

REQUIRED OFF–STREET PARKING STALLS:	32 SPACES
PROPOSED OFF–STREET PARKING STALLS:	33 SPACES
TRACT N:	5 SPACES
TRACT Q:	5 SPACES
TRACT V:	5 SPACES
TRACT W:	5 SPACES
TRACT X:	7 SPACES
TRACT Z:	6 SPACES
TOTAL PROPOSED:	33 SPACES

*NOTE: ONE ADDITIONAL OFF–STREET PARKING SPACE IS REQUIRED FOR EVERY 5 UNITS.

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24–13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

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OVERALL PRELIMINARY PLAT OVERVIEW
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	11/20/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.0

AKS DRAWING FILE: 11021 P3.0 PLAT.DWG | LAYOUT: P3.0

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
1	3,012
2	2,340
3	2,340
4	2,340
5	2,340
6	2,349
7	2,477
8	2,480
9	2,600
10	2,600
11	2,600
12	2,553
13	2,406
14	2,400
15	2,400

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
16	2,400
17	2,400
18	2,309
19	1,600
20	1,840
21	1,840
22	1,840
23	1,840
24	1,840
25	1,840
26	1,840
27	1,840
28	1,840
29	1,840
30	2,099

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
31	2,527
32	2,460
33	2,460
34	2,460
35	2,460
36	2,986
37	2,658
38	2,132
39	2,132
40	2,132
41	2,132
42	2,132
43	2,460
44	2,403
45	2,604

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
46	2,080
47	2,080
48	2,080
49	2,080
50	2,080
51	1,840
52	1,840
53	1,945
54	1,944
55	2,097
56	2,200
57	2,229
58	2,234
59	2,215
60	2,172

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
61	2,044
62	2,084
63	2,084
64	2,084
65	2,084
66	2,084
67	2,084
68	2,141
69	2,275
70	1,840
71	1,840
72	1,840
73	2,080
74	2,080
75	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
76	2,080
77	2,080
78	2,604
79	1,922
80	2,335
81	2,332
82	2,299
83	2,305
84	2,739
85	2,080
86	2,080
87	2,080
88	2,080
89	2,080
90	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
91	2,270
92	1,600
93	1,970
94	2,104
95	2,104
96	2,104
97	2,104
98	2,104
99	2,117
100	3,417
101	1,843
102	1,848
103	1,853
104	1,858
105	1,863

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
106	1,868
107	1,873
108	1,878
109	1,883
110	1,888
111	1,893
112	1,898
113	1,903
114	1,884
115	1,867
116	1,878
117	1,612
118	3,407

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T1	70.01'	S57° 35' 47"W
T2	175.00'	S56° 24' 18"W
T3	175.15'	S33° 35' 42"E
T4	272.83'	N77° 10' 15"E
T5	95.82'	N12° 49' 45"W
T6	354.99'	N33° 35' 43"W
T7	67.01'	N77° 10' 15"E

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T8	17.99'	S73° 30' 37"E
T9	291.63'	N15° 56' 39"E
T10	33.02'	S15° 56' 39"W
T11	276.81'	N56° 24' 18"E
T12	88.48'	N64° 58' 49"E
T13	45.60'	N88° 03' 51"E

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	39.00'	90°00'00"	61.26'	S11°24'18"W 55.15'
C2	100.00'	20°45'57"	36.24'	N23°12'43"W 36.05'
C3	373.00'	29°19'08"	190.87'	S88°10'11"E 188.79'
C4	150.00'	8°34'31"	22.45'	N60°41'33"E 22.43'
C5	39.00'	23°05'02"	15.71'	N76°31'20"E 15.61'

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

GENERAL NOTES

1. SEE SHEET P3.0 FOR OVERALL GENERAL NOTES.
2. LOT SETBACKS SHALL BE PER THE DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA SHOWN ON SHEET P3.0



KEY MAP

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.

SCALE: 1"= 40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"

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PRELIMINARY PLAT (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

CJS JAMES SHACK
STATE OF WASHINGTON
PRELIMINARY
NOT FOR CONSTRUCTION
REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	11021
DATE:	11/20/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.1

AKS DRAWING FILE: 11021 P3.0 PLAT.DWG | LAYOUT: P3.1

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
119	1,946
120	1,946
121	2,070
122	1,876
123	2,365
124	2,806

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
125	2,251
126	2,143
127	2,409
128	2,400
129	2,080
130	2,960

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
131	2,604
132	2,080
133	2,080
134	2,080
135	2,080
136	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
137	2,080
138	2,081
139	2,620
140	2,600
141	2,600
142	2,600

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
143	3,227
144	2,741
145	2,662
146	2,665
147	2,665
148	2,665

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
149	2,665
150	2,665
151	3,298
152	2,256
153	2,487
154	2,354

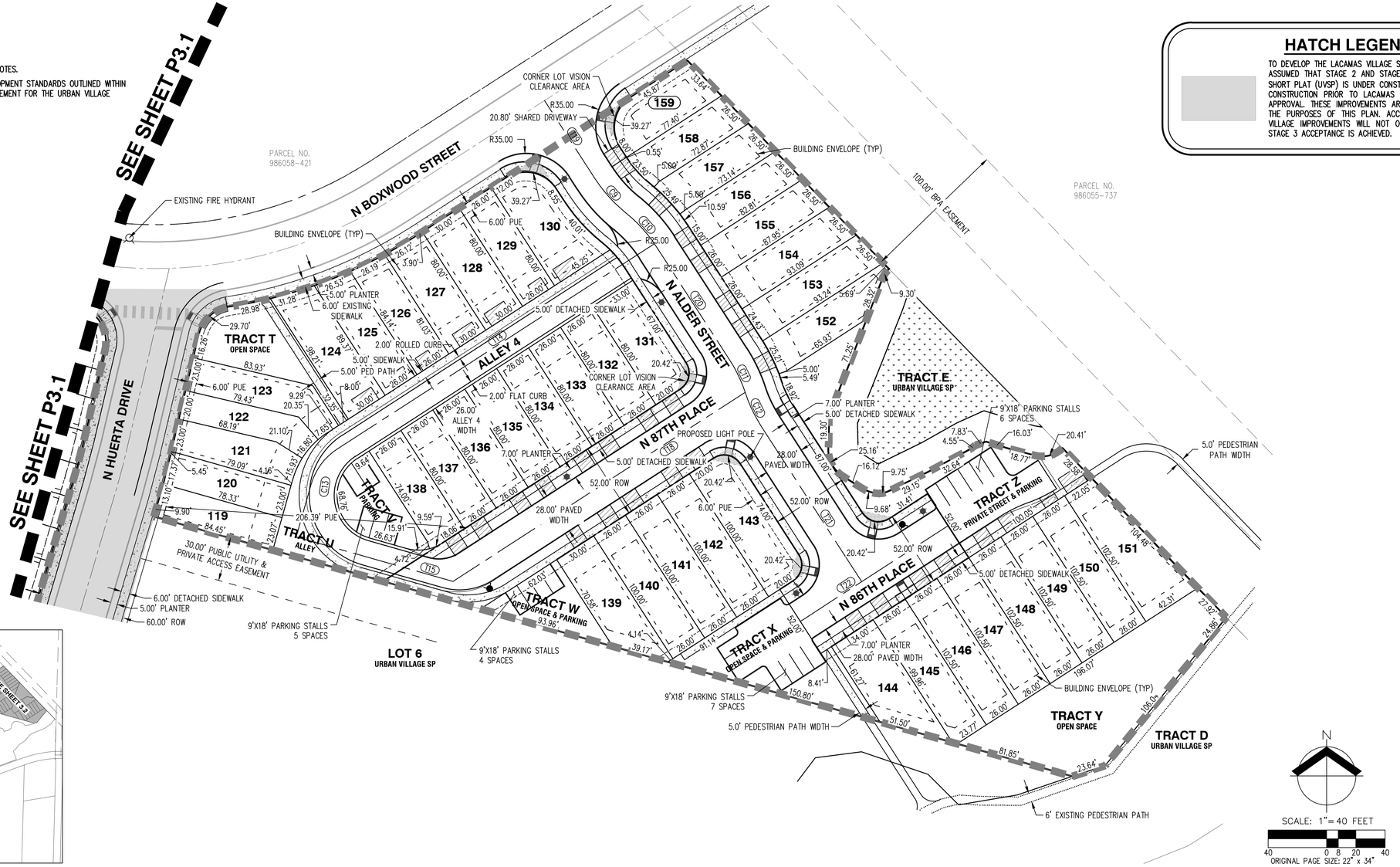
PARCEL AREA TABLE	
PARCEL #	AREA (SF)
155	2,220
156	2,087
157	2,016
158	2,045
159	2,312

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T14	250.59'	S57° 06' 11"W
T15	63.39'	S74° 12' 36"E
T18	238.02'	S57° 06' 11"W
T19	63.55'	S32° 53' 49"E
T20	91.43'	S32° 53' 49"E
T21	126.00'	S32° 53' 49"E
T22	120.41'	N57° 06' 11"E

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C9	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C10	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C11	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'
C12	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'
C13	43.00'	131°18'47"	98.55'	S8°33'12"E 78.35'

GENERAL NOTES

1. SEE SHEET P3.0 FOR OVERALL GENERAL NOTES.
2. LOT SETBACKS SHALL BE PER THE DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA SHOWN ON SHEET P3.0





KEY MAP

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

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.

SCALE: 1"=40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"

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9600 NE 126TH AVE., STE 2520
VANCOUVER, WA 98682
360.882.0419
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PRELIMINARY PLAT (EAST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

JOB NUMBER:	11021
DATE:	11/20/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.2

AKS DRAWING FILE: 11021 P3.0 PLATDWG | LAYOUT: P3.2

UPDATE NOTES

1. TRACT F – INCLUDES A 6-FOOT PATHWAY CONNECTING TO THE PUBLIC SIDEWALK ON N EAGLET STREET WITH A ROW OF SHRUBS TO HELP SEPARATE THE PEDESTRIANS FROM THE VEHICLE TRAFFIC THE PRIVATE AVENUE FOR THE THRIVE DEVELOPMENT AND SOFTEN THE FEEL OF THE AREA.
2. THE SIDEWALK ALONG WEST SIDE OF N EAGLET STREET HAS BEEN WIDENED TO SIX FEET FROM THE NEW PATHWAY TO NE 87TH AVENUE.
3. THE SIDEWALK ALONG THE NORTH SIDE OF NE 87TH AVENUE AND WEST SIDE OF N HUERTA DRIVE HAS BEEN WIDENED TO EIGHT FEET ALONG THE TOWNHOME FRONTAGES.
4. TRACT G – CONCEPTUAL LANDSCAPE TO MATCH WITH THE LANDSCAPING THAT WAS INSTALLED WITH THE GREEN MOUNTAIN MIXED USE PRD AND THRIVE AT GREEN MOUNTAIN.
5. TRACTS K AND L – CONCEPTUAL LANDSCAPING INCLUDING TREES AND SHRUBS THAT WILL PROVIDE A VARIETY OF TEXTURES, COLORS, AND HEIGHTS AND HELP TO CREATE A MORE WELCOMING STREET SCAPE.
6. TACT M – PROVIDES CONNECTION BETWEEN N 89TH AVENUE AND N 88TH PLACE, CREATING A DIRECT PHYSICAL AND VISUAL CONNECTION FROM THE LARGE OPEN SPACE WITHIN THRIVE AT GREEN MOUNTAIN TO TRACT P.
7. TRACT P – ADJUSTED TO FRONT ALONG THE PUBLIC STREET AS OPPOSED TO THE ALLEYS, WITH REAR-LOADED LOTS FRONTING ONTO THE OPEN SPACE. CONCEPTUAL AMENITY LOCATIONS AND LANDSCAPING HAS BEEN ADDED TO THE TRACT TO SHOW A GENERAL CONCEPT FOR THE SPACE.
8. TRACT Y – UPDATED WITH ADDITIONAL CONCEPTUAL LANDSCAPING, PICNIC TABLES, BENCHES, AND TWO BOCCE BALL COURTS.
9. ADDITIONAL CONCEPTUAL LANDSCAPING AND BENCHES ARE SHOWN THROUGHOUT THE NEIGHBORHOOD THAT WILL HELP ENHANCE THE WALKABILITY OF THE COMMUNITY, AS WELL AS PROVIDE A WELCOMING FEEL FOR RESIDENTS AND GUESTS. THE PLANNED LANDSCAPING WILL CREATE VISUAL VARIETY WITH DIFFERENT COLORS, TEXTURES, AND HEIGHTS.

AMENITY QTY.

BENCHES = 10
PICNIC TABLES = 5
BOCCE BALL COURTS = 2
PLAY STRUCTURE = 1
SWING SET = 1

PLANT QTY.

TREES = 73
SHRUBS = 496





KEY MAP

AKS DRAWING FILE: 11021 RENDERING.DWG | LAYOUT: P10.1

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PRELIMINARY LANDSCAPE PLAN (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BAIRD
LICENSED LANDSCAPE ARCHITECT
PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	11021
DATE:	11/21/2025
DESIGNED BY:	TEB
DRAWN BY:	TEB
CHECKED BY:	CJS

P10.1

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KEY MAP

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PRELIMINARY LANDSCAPE PLAN (EAST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BAIRD
LICENSED LANDSCAPE ARCHITECT
PRELIMINARY NOT FOR CONSTRUCTION

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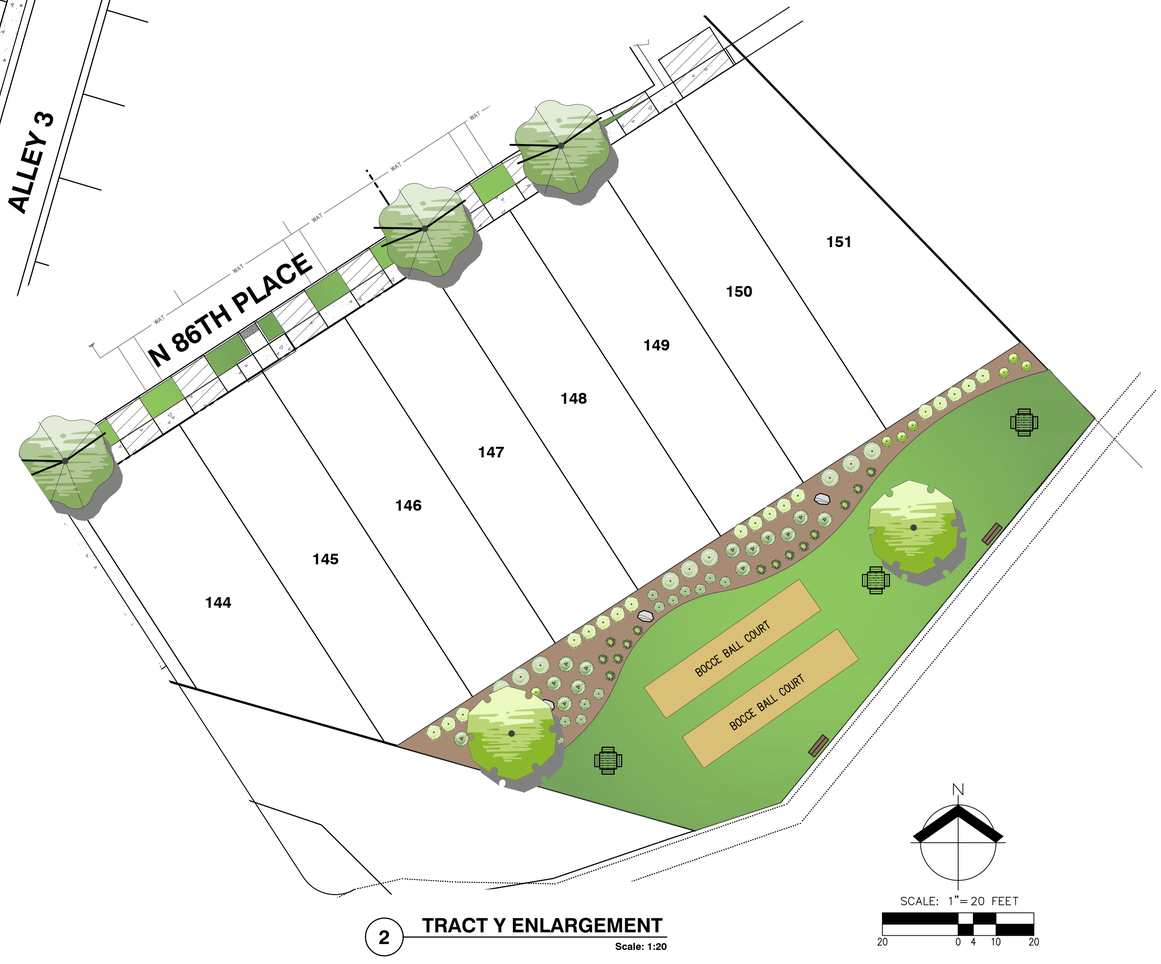
P10.2

AKS DRAWING FILE: 11021 RENDERING.DWG | LAYOUT: P10.2



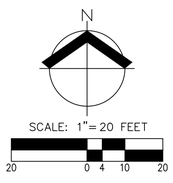
1 TRACT P ENLARGEMENT

Scale: 1:20



2 TRACT Y ENLARGEMENT

Scale: 1:20



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PRELIMINARY TRACTS P AND Y ENLARGEMENTS

LACAMAS VILLAGE

WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

STATE OF WASHINGTON
TIMOTHY E. BALL
LICENSED LANDSCAPE ARCHITECT
EXP. 10/21/2026
PRELIMINARY
NOT FOR CONSTRUCTION

JOB NUMBER:	11021
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CHECKED BY:	CJS

P10.3

AKS DRAWING FILE: 11021 RENDERINGDWG | LAYOUT: P10.3

350-2237

350-2237A

Equipment Manufacturer

PLAYWORLD
The world needs play.



350-2237

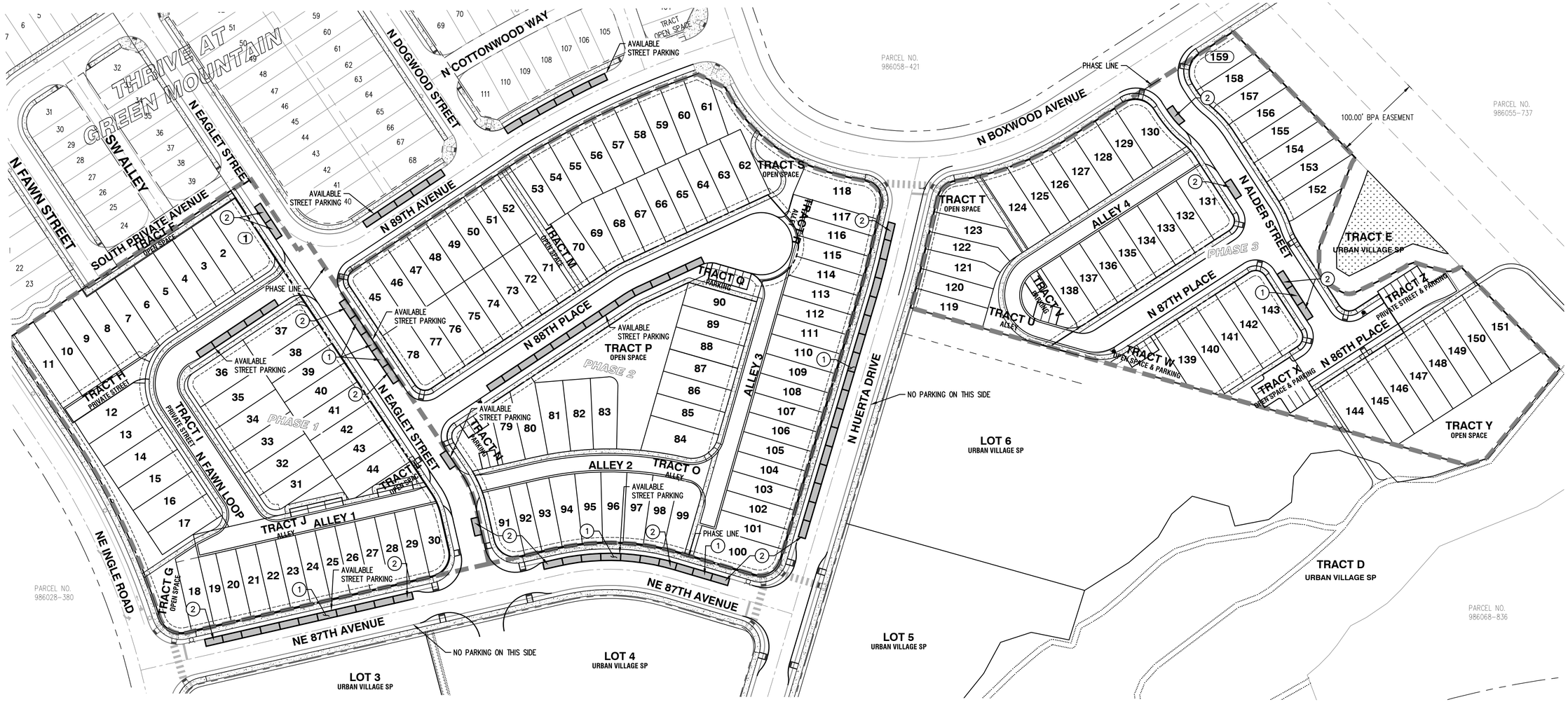
350-2237A

Equipment Manufacturer

PLAYWORLD
The world needs play.







ON-STREET PARKING NOTES

1. ON-STREET PARKING REQUIREMENTS FOLLOW THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) STANDARDS.
2. ALL PARKING SPACES ARE A MINIMUM OF 5 FEET FROM THE EDGE OF DRIVEWAYS.
3. ALL PARKING SPACES ARE A MINIMUM OF 20 FEET FROM CROSSWALKS.

ON-STREET PARKING KEYED NOTES (#)

1. PROPOSED 8' X 20' ON-STREET PARKING SPACE.
2. PROPOSED 8' X 22' ON-STREET PARKING SPACE.

PARKING STATISTICS

REQUIRED OFF-STREET PARKING STALLS:	32 SPACES
PROPOSED OFF-STREET PARKING STALLS:	40 SPACES
TRACT L:	5 SPACES
TRACT N:	5 SPACES
TRACT Q:	5 SPACES
TRACT V:	5 SPACES
TRACT W:	4 SPACES
TRACT X:	7 SPACES
TRACT Z:	6 SPACES
TOTAL PROPOSED:	37 SPACES

*NOTE: ONE ADDITIONAL OFF-STREET PARKING SAPCE IS REQUIRED FOR EVERY 5 UNITS.

PROPOSED ON-STREET PARKING STALLS (8' X 22'):	63 SPACES
PROPOSED ON-STREET PARKING STALLS (8' X 20' MIN.):	21 SPACES
TOTAL PROPOSED ON-STREET PARKING STALLS:	84 SPACES



KEY MAP

N

SCALE: 1"=60 FEET

60 0 12 30 60

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PRELIMINARY OVERALL PARKING PLAN

LACAMAS VILLAGE

WOLLAM & ASSOCIATES

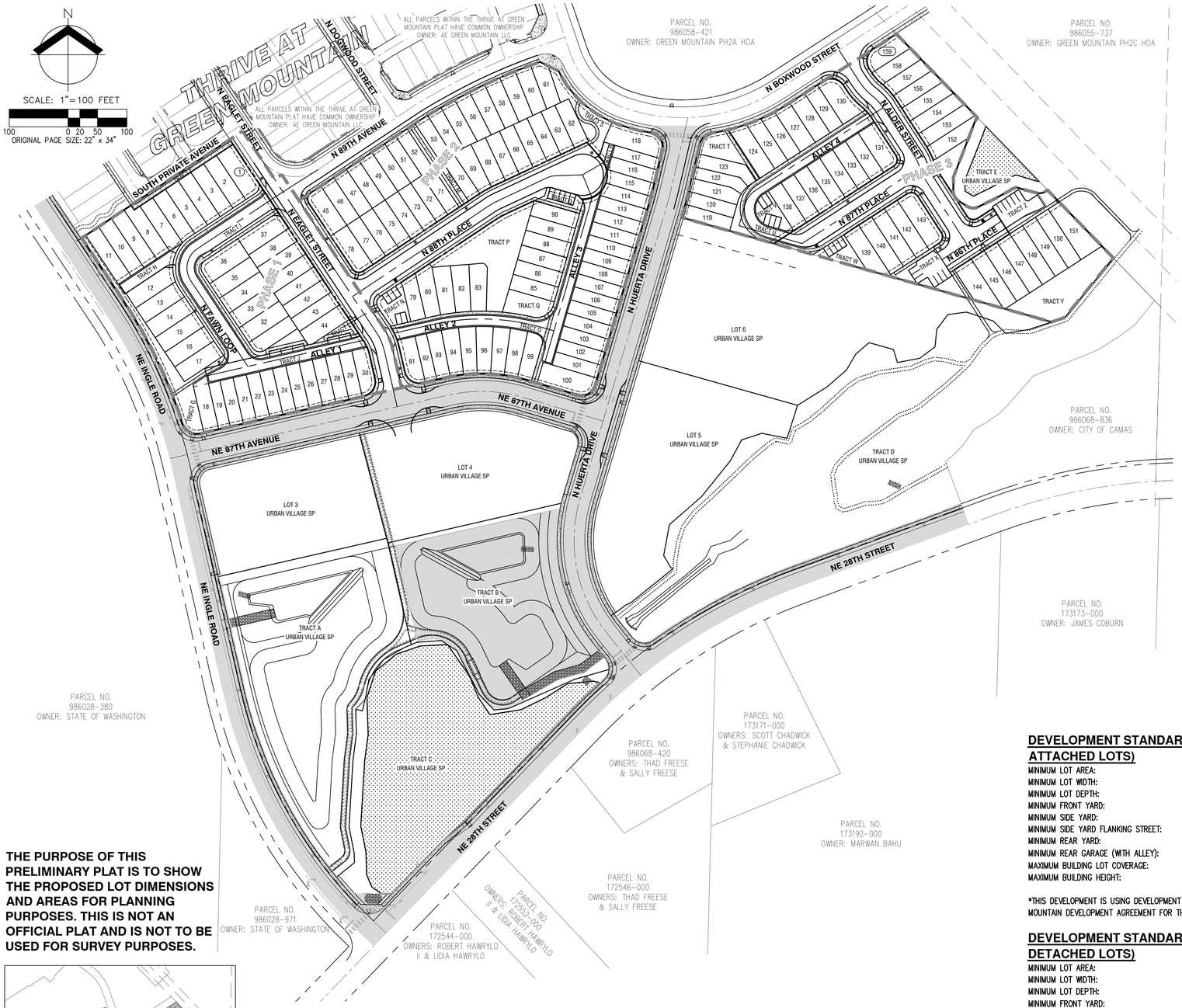
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	12/15/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P9.0

AKS DRAWING FILE: 11021 P9.0 PARKING.DWG | LAYOUT: P9.0



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.



KEY MAP

APPLICANT
WOLLAM & ASSOCIATES
CONTACT: TERRY WOLLAM
7701 NE GREENWOOD DRIVE, SUITE 100
VANCOUVER, WA 98662
PH: 360-798-5820
E-MAIL: TERRY@WOLLAMASSOCIATES.COM

OWNER
TERRELL & ASSOCIATES LLC.
CONTACT: JOHN SCHMIDT
17933 NW EVERGREEN PL, SUITE 300
BEAVERTON, OR 97006
PH: 503-597-7100
EMAIL: JOHN.SCHMIDT@METLANDGROUP.COM

CONTACT/ENGINEERING/ PLANNING/SURVEYING/ LANDSCAPE ARCHITECT
AKS ENGINEERING & FORESTRY, LLC.
CONTACT: MICHAEL ANDREOTTI
9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
PH: 360-882-0419
FAX: 360-882-0426
E-MAIL: ANDREOTTIM@AKS-ENG.COM

PROPERTY DESCRIPTION
LOCATED IN THE NORTHWEST 1/4 SECTION 20 AND 21, TOWNSHIP 2 NORTH, RANGE 3 EAST, WILLAMETTE MERIDIAN, CLARK COUNTY, WASHINGTON.

PROPERTY LOCATION
NE QUADRANT OF THE INTERSECTION OF NE INGLE ROAD AND NE GOODWIN ROAD

EXISTING LAND USE/ZONE
VACANT LAND; ZONED CC, R-6, MF-10.

PROJECT PURPOSE
PHASED DEVELOPMENT OF LOTS 1, 2, & 7 OF THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT. DEVELOPMENT INCLUDES 54 ATTACHED SINGLE-FAMILY LOTS AND 105 DETACHED SINGLE-FAMILY LOTS, ALONG WITH ASSOCIATED ROADS AND OTHER SITE IMPROVEMENTS, WITHIN THREE PHASES.

SITE AREA
LOT 1: ±3.48 AC (±151,416 SF)
LOT 2: ±5.22 AC (±227,625 SF)
LOT 7: ±4.00 AC (±174,288 SF)
TOTAL LOT AREA: ±12.70 AC (±553,329 SF)

VERTICAL DATUM
ELEVATIONS SHOWN HEREON ARE NGVD29(47) A.K.A. CLARK COUNTY VERTICAL DATUM BASED ON TIES TO CLARK COUNTY BENCHMARKS:
LACAMAS-9, A CONCRETE MONUMENT WITH BRASS DISK, 25' NE OF CL OF BPA LINES OPPOSITE DRIVEWAY TO HOUSE #21917, 28' NORTH OF CL NE 28TH STREET. ELEVATION = 255.58
LACAMAS-8, A BRASS DISK IN SE CORNER OF WINGWALL OVER LACAMAS CREEK. ELEVATION = 191.33

PROPOSED TRACT AREA & PURPOSE

TRACT F:	2,020 SF	OPEN SPACE
TRACT G:	7,339 SF	OPEN SPACE
TRACT H:	2,179 SF	PRIVATE STREET
TRACT I:	17,938 SF	PRIVATE STREET
TRACT J:	7,089 SF	ALLEY
TRACT K:	1,063 SF	OPEN SPACE
TRACT L:	794 SF	OPEN SPACE
TRACT M:	2,800 SF	OPEN SPACE
TRACT N:	2,651 SF	PARKING
TRACT O:	15,062 SF	ALLEY
TRACT P:	11,944 SF	OPEN SPACE
TRACT Q:	1,686 SF	PARKING
TRACT R:	690 SF	ALLEY
TRACT S:	4,078 SF	OPEN SPACE
TRACT T:	3,309 SF	OPEN SPACE
TRACT U:	10,213 SF	ALLEY
TRACT V:	2,280 SF	PARKING
TRACT W:	2,189 SF	OPEN SPACE & PARKING
TRACT X:	5,201 SF	OPEN SPACE & PARKING
TRACT Y:	8,982 SF	OPEN SPACE
TRACT Z:	8,015 SF	PRIVATE STREET & PARKING

DEVELOPMENT STANDARDS (SINGLE-FAMILY ATTACHED LOTS)

MINIMUM LOT AREA:	1,000 SF
MINIMUM LOT WIDTH:	20 FEET
MINIMUM LOT DEPTH:	50 FEET
MINIMUM FRONT YARD:	0 OR 6 FEET, IF PUE
MINIMUM SIDE YARD:	0 OR 3 FEET
MINIMUM SIDE YARD FLANKING STREET:	0 OR 6 FEET, IF PUE
MINIMUM REAR YARD:	0 OR 6 FEET, IF PUE
MINIMUM REAR GARAGE (WITH ALLEY):	3 OR 18 FEET
MAXIMUM BUILDING LOT COVERAGE:	NONE
MAXIMUM BUILDING HEIGHT:	60 FEET

*THIS DEVELOPMENT IS USING DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA.

DEVELOPMENT STANDARDS (SINGLE-FAMILY DETACHED LOTS)

MINIMUM LOT AREA:	1,000 SF
MINIMUM LOT WIDTH:	20 FEET
MINIMUM LOT DEPTH:	50 FEET
MINIMUM FRONT YARD:	6 FEET / (3 FEET @ OPEN SPACE)
MINIMUM GARAGE FRONT:	18 FEET
MINIMUM SIDE YARD:	3 FEET
MINIMUM SIDE YARD FLANKING STREET:	10 FEET
MINIMUM REAR YARD:	10 FEET
MINIMUM REAR GARAGE (WITH ALLEY):	3 OR 18 FEET
MAXIMUM BUILDING LOT COVERAGE:	NONE
MAXIMUM BUILDING HEIGHT:	45 FEET

*THIS DEVELOPMENT IS USING DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA.

GREEN MOUNTAIN URBAN VILLAGE DENSITY

GROSS SITE AREA:	553,329 SF (12.70 AC)
OPEN SPACE AREA:	44,182 SF (1.01 AC)
NET AREA:	509,147 SF (11.69 AC)

DENSITY PER GREEN MOUNTAIN DEVELOPMENT AGREEMENT:

MAXIMUM DENSITY (24 X 11.69):	281 UNITS
MINIMUM DENSITY (12 X 11.69):	141 UNITS
TOTAL PROPOSED ATTACHED UNITS:	159 UNITS

PARKING STATISTICS

REQUIRED OFF-STREET PARKING STALLS:	32 SPACES
PROPOSED OFF-STREET PARKING STALLS:	33 SPACES
TRACT N:	5 SPACES
TRACT Q:	5 SPACES
TRACT V:	5 SPACES
TRACT W:	5 SPACES
TRACT X:	7 SPACES
TRACT Z:	6 SPACES
TOTAL PROPOSED:	33 SPACES

*NOTE: ONE ADDITIONAL OFF-STREET PARKING SPACE IS REQUIRED FOR EVERY 5 UNITS.

OVERALL GENERAL NOTES
1. TRACTS F, K, L, M, N, R, T, U, W, AND Y TO BE OPEN SPACE LANDSCAPING. THESE TRACTS WILL BE PRIVATELY OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION (HOA).
2. TRACTS G AND S TO BE PRIVATE ALLEY FOR LOTS 8-11 AND 116-118, RESPECTIVELY. THESE TRACTS WILL BE OWNED AND MAINTAINED BY THE HOA.
3. TRACT H TO BE A PRIVATE STREET, OWNED AND MAINTAINED BY THE HOA.
4. TRACT Q TO BE OPEN SPACE AND PARKING, OWNED AND MAINTAINED BY THE HOA.
5. TRACT X TO BE OFF-STREET PARKING, OWNED AND MAINTAINED BY THE HOA.
6. TRACT V AND Z TO BE ALLEY AND PARKING, OWNED AND MAINTAINED BY THE HOA.
7. TRACT J AND P TO BE ALLEY FOR LOTS 18-30 AND LOTS 91-114, RESPECTIVELY. THESE TRACTS WILL BE OWNED AND MAINTAINED BY THE HOA.
8. BUILDING ENVELOPES SHALL BE PER THE PROPOSED DEVELOPMENT STANDARDS TABLE SHOWN ON THIS SHEET.
9. THERE ARE FIVE PROPOSED INTERNAL PUBLIC ROADS TO SERVE THE DEVELOPMENT. THE ROADS ARE PROPOSED TO BE CONSTRUCTED TO THE LOCAL STREET RIGHT-OF-WAY SECTION. FRONTAGE IMPROVEMENTS TO N 89TH AVENUE WILL INCLUDE CURB, PLANTER, AND SIDEWALK PER LOCAL STREET RIGHT-OF-WAY SECTION.
10. WATER - ALL LOTS WILL BE SERVED WITH PUBLIC WATER (CITY OF CAMAS).
11. SANITARY SEWER - ALL LOTS WILL BE SERVED WITH PUBLIC SANITARY SEWER (CITY OF CAMAS).
12. SURFACE MATERIAL FOR ALL PROPOSED ROADWAYS IS ASPHALT.
13. STORMWATER RUNOFF FROM PERVIOUS FRONT YARDS, IMPERVIOUS DRIVEWAYS, PARKING AREAS, AND ROADWAYS WILL BE COLLECTED VIA CATCH BASINS, AND CONVEY TO EXISTING STORMWATER TREATMENT AND DETENTION FACILITIES DESIGNED AND CONSTRUCTED WITH URBAN VILLAGE SHORT PLAT WITHIN TRACT A & B.
14. THERE ARE NO BICYCLE IMPROVEMENTS PROPOSED ON SITE.
15. FINAL ADDRESS MONUMENT LOCATION TO BE DETERMINED DURING FINAL ENGINEERING.
16. SEE LIGHTING PLAN FOR SITE LIGHTING ON SHEET P9.0.

HATCH LEGEND
TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

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OVERALL PRELIMINARY PLAT OVERVIEW
LACAMAS VILLAGE
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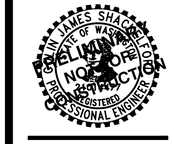
CAMAS, WASHINGTON



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DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.0

AKS DRAWING FILE: 11021 P3.0 PLAT.DWG | LAYOUT: P3.0

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
1	3,012
2	2,340
3	2,340
4	2,340
5	2,340
6	2,349
7	2,477
8	2,480
9	2,600
10	2,600
11	2,600
12	2,553
13	2,406
14	2,400
15	2,400

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
16	2,400
17	2,400
18	2,309
19	1,600
20	1,840
21	1,840
22	1,840
23	1,840
24	1,840
25	1,840
26	1,840
27	1,840
28	1,840
29	1,840
30	2,099

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
31	2,084
32	2,460
33	2,460
34	2,460
35	2,460
36	2,986
37	2,658
38	2,132
39	2,132
40	2,132
41	2,132
42	2,132
43	2,132
44	2,451
45	2,604

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
46	2,080
47	2,080
48	2,080
49	2,080
50	2,080
51	1,840
52	1,840
53	1,945
54	1,944
55	2,097
56	2,200
57	2,229
58	2,234
59	2,215
60	2,172

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
61	2,044
62	2,084
63	2,084
64	2,084
65	2,084
66	2,084
67	2,084
68	2,141
69	2,275
70	1,840
71	1,840
72	1,840
73	2,080
74	2,080
75	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
76	2,080
77	2,080
78	2,604
79	1,922
80	2,335
81	2,332
82	2,299
83	2,305
84	2,739
85	2,080
86	2,080
87	2,080
88	2,080
89	2,080
90	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
91	2,270
92	1,600
93	1,970
94	2,104
95	2,104
96	2,104
97	2,104
98	2,104
99	2,117
100	3,417
101	1,843
102	1,848
103	1,853
104	1,858
105	1,863

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
106	1,868
107	1,873
108	1,878
109	1,883
110	1,888
111	1,893
112	1,898
113	1,903
114	1,884
115	1,867
116	1,878
117	1,612
118	3,407

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T1	70.01'	S57° 35' 47"W
T2	175.00'	S56° 24' 18"W
T3	175.15'	S33° 35' 42"E
T4	272.83'	N77° 10' 15"E
T5	95.82'	N12° 49' 45"W
T6	354.99'	N33° 35' 43"W
T7	67.01'	N77° 10' 15"E

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T8	17.99'	S73° 30' 37"E
T9	291.63'	N15° 56' 39"E
T10	33.02'	S15° 56' 39"W
T11	276.81'	N56° 24' 18"E
T12	88.48'	N64° 58' 49"E
T13	45.60'	N88° 03' 51"E

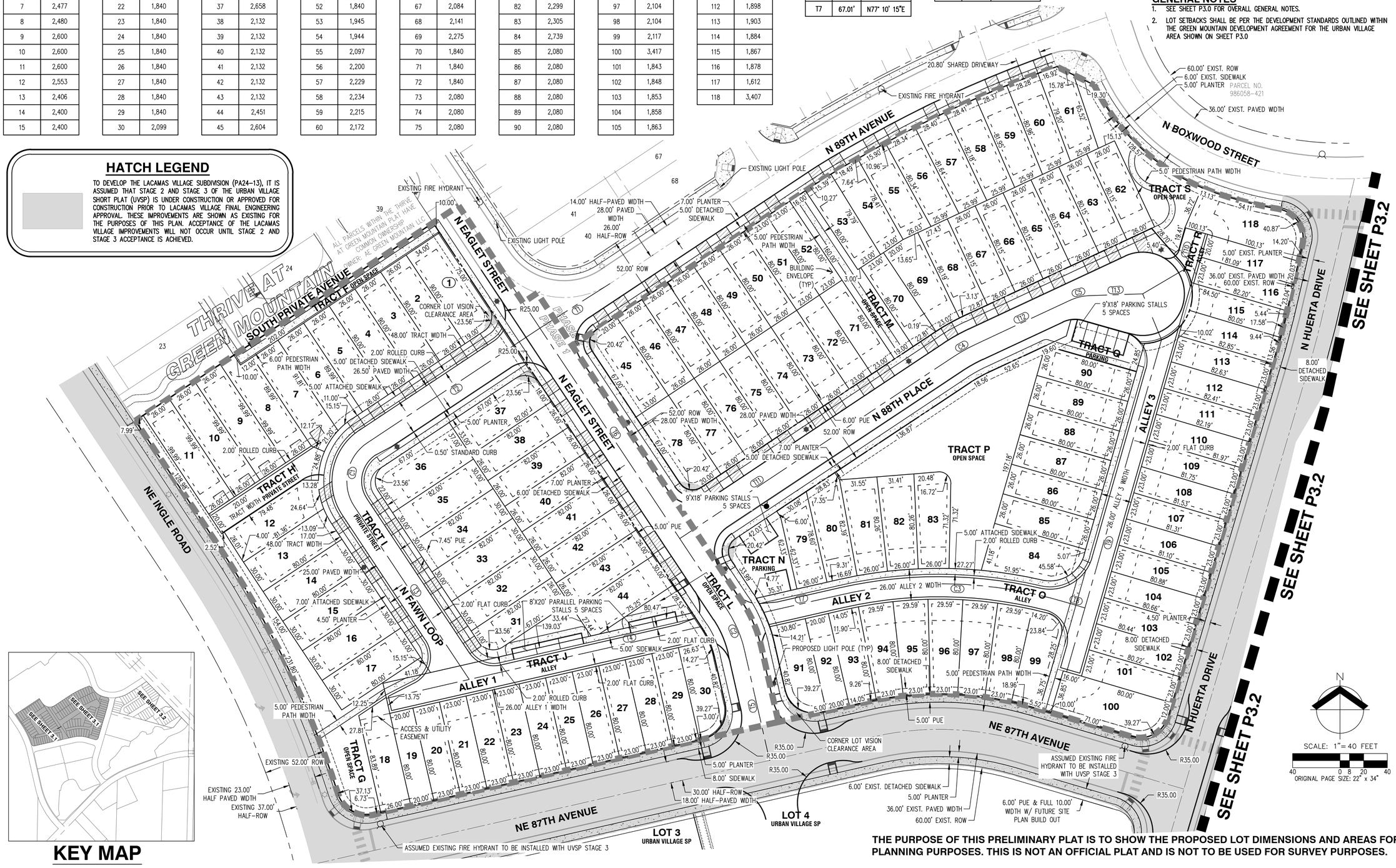
CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C1	39.00'	90°00'00"	61.26'	S11°24'18"W 55.15'
C2	100.00'	20°45'57"	36.24'	N23°12'43"W 36.05'
C3	373.00'	29°19'08"	190.87'	S88°10'11"E 188.79'
C4	150.00'	8°34'31"	22.45'	N60°41'33"E 22.43'
C5	39.00'	23°05'02"	15.71'	N76°31'20"E 15.61'

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

GENERAL NOTES

1. SEE SHEET P3.0 FOR OVERALL GENERAL NOTES.
2. LOT SETBACKS SHALL BE PER THE DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA SHOWN ON SHEET P3.0



KEY MAP

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.

SCALE: 1"= 40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"

AKS ENGINEERING & FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360.882.0419
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

PRELIMINARY PLAT (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

PRELIMINARY
NOT FOR CONSTRUCTION
CHRISTOPHER JAMES SHACK
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	11021
DATE:	12/16/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.1

AKS DRAWING FILE: 11021 P3.0 PLAT.DWG | LAYOUT: P3.1

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
119	1,946
120	1,946
121	2,070
122	1,876
123	2,365
124	2,806

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
125	2,251
126	2,143
127	2,409
128	2,400
129	2,080
130	2,960

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
131	2,604
132	2,080
133	2,080
134	2,080
135	2,080
136	2,080

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
137	2,080
138	2,081
139	2,620
140	2,600
141	2,600
142	2,600

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
143	3,227
144	2,741
145	2,662
146	2,665
147	2,665
148	2,665

PARCEL AREA TABLE	
PARCEL #	AREA (SF)
149	2,665
150	2,665
151	3,298
152	2,256
153	2,487
154	2,354

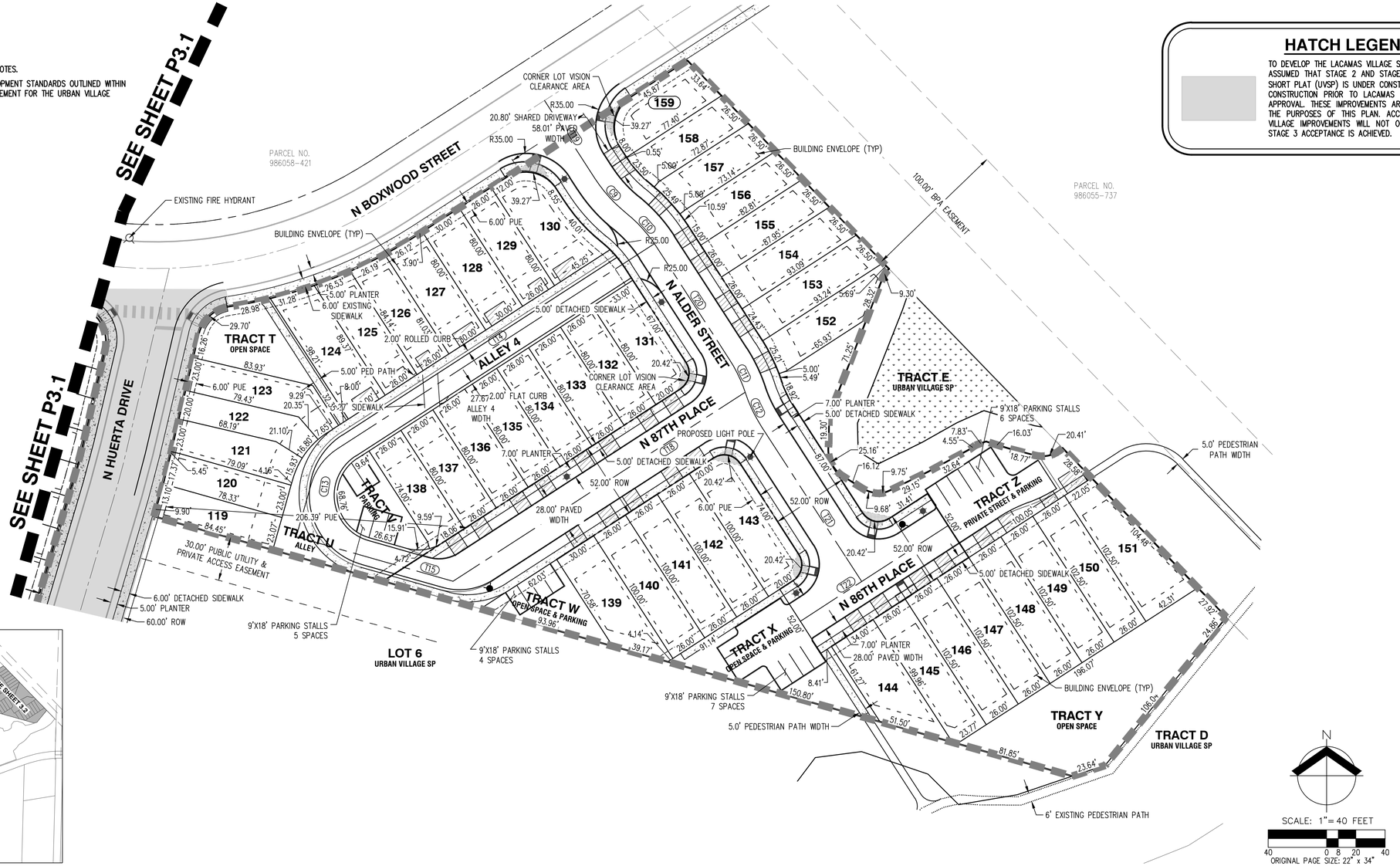
PARCEL AREA TABLE	
PARCEL #	AREA (SF)
155	2,220
156	2,087
157	2,016
158	2,045
159	2,312

CENTERLINE TANGENT TABLE		
LINE #	LENGTH	DIRECTION
T14	250.59'	S57° 06' 11"W
T15	63.39'	S74° 12' 36"E
T18	238.02'	S57° 06' 11"W
T19	63.55'	S32° 53' 49"E
T20	91.43'	S32° 53' 49"E
T21	126.00'	S32° 53' 49"E
T22	120.41'	N57° 06' 11"E

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	CHORD
C9	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C10	100.00'	18°11'42"	31.76'	S41°59'40"E 31.62'
C11	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'
C12	100.00'	14°38'51"	25.56'	S25°34'24"E 25.50'
C13	43.00'	131°18'47"	98.55'	S8°33'12"E 78.35'

GENERAL NOTES

1. SEE SHEET P3.0 FOR OVERALL GENERAL NOTES.
2. LOT SETBACKS SHALL BE PER THE DEVELOPMENT STANDARDS OUTLINED WITHIN THE GREEN MOUNTAIN DEVELOPMENT AGREEMENT FOR THE URBAN VILLAGE AREA SHOWN ON SHEET P3.0





KEY MAP

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.

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 & FORESTRY, LLC
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360.882.0419
WWW.AKS-ENG.COM

ENGINEERING · SURVEYING · NATURAL RESOURCES
FORESTRY · PLANNING · LANDSCAPE ARCHITECTURE

PRELIMINARY PLAT (EAST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

JOB NUMBER:	11021
DATE:	12/16/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P3.2

AKS DRAWING FILE: 11021 P3.0 PLAT.DWG | LAYOUT: P3.2

6. Traffic Study Technical Memorandum (Traffic Study)

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Technical Memorandum

July 10, 2025 Project# 32096

To: Curleigh Carothers, PE - City of Camas
Anita Ashton - City of Camas
616 NE 4th Avenue
Camas, WA 98607

CC: Terry Wollam – Wollam & Associates

From: Kristine Connolly, PE

RE: Green Mountain Lacamas Village

Subject: Transportation Compliance Letter

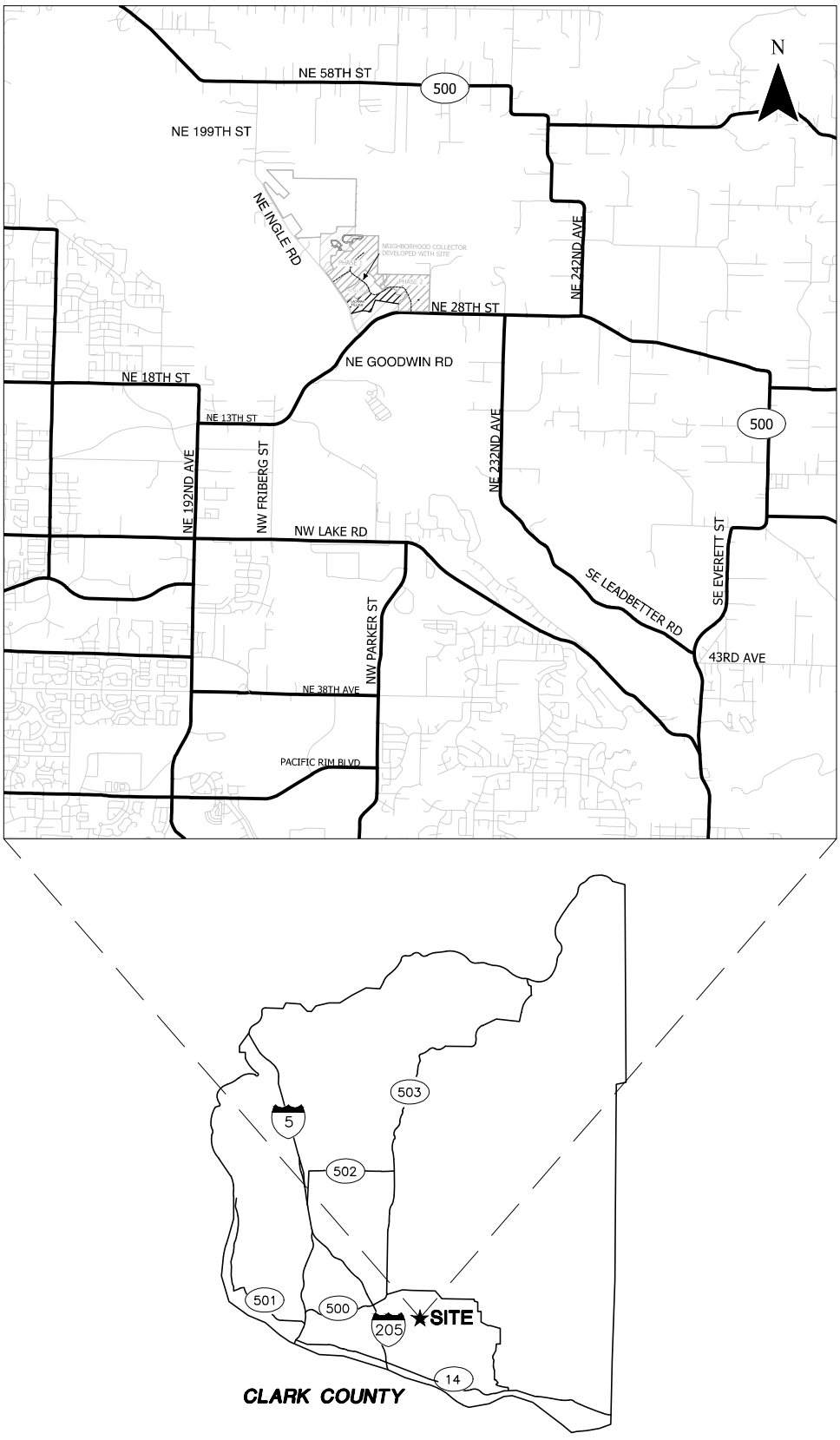
KRISTINE M CONNOLLY
STATE OF WASHINGTON
20108110
REGISTERED
PROFESSIONAL ENGINEER
Digitally Signed by 2025.07.10 13:39:32-07'00'

This memorandum provides transportation compliance documentation supporting the proposed Green Mountain Lacamas Village development within the previously approved Green Mountain Master Plan. The Master Plan site is located immediately east of NE Ingle Road and north of NE Goodwin Road in Camas. The contents of this memorandum are based on the recommendations provided in the *Green Mountain Master Plan Transportation Impact Analysis* (TIA), prepared by Kittelson & Associates, Inc. and dated June 2014 (provided in *Appendix A*). The intent of this memorandum is to document the Green Mountain Lacamas Village trip generation and confirm that the mitigation measures provided in the Masterplan TIA are applied at the appropriate phase of development.

Background

The TIA for the Green Mountain Master Plan prepared in 2014 provided a near- and long-term analysis for full buildout of the Green Mountain site, including 283-acres of mixed-use development. Figure 1 illustrates the site vicinity and location of the Master Plan site, as well as the Green Mountain Lacamas Village development. A mix of residential and commercial uses is planned for the full Master Plan area in accordance with the zoning.

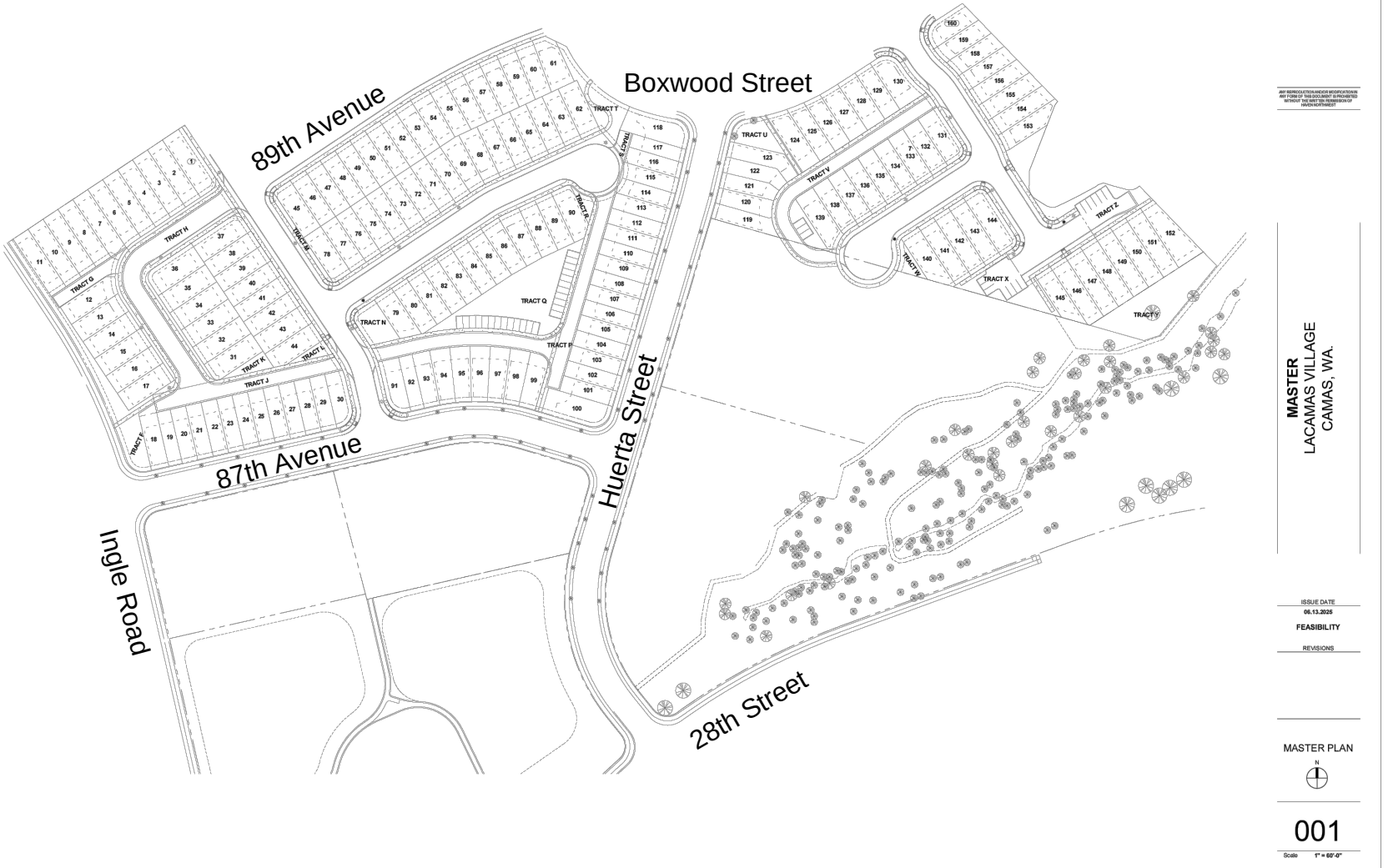
Development of Green Mountain Lacamas Village is currently proposed, with the site plan shown in Figure 2. The Green Mountain Lacamas Village development consists of up to 160 single family homes. The western portion of the site will provide an access to 87th Avenue and an access to 89th Avenue. The eastern portion of the site will be accessed via Boxwood Street.



Site Vicinity Map
Camas, Washington

Figure
1

\\kittelson.com\fs\H_Projects\32\32096 - Green Mountain Lacamas Village\report\figs\32096 Green Mountain_Figures.dwg Jul 03, 2025 - 12:32pm - dnair Layout Tab: Site Vicinity Map



RECEIVED FROM KURT STONEX: (6/13/2025)

NOT TO SCALE

Proposed Site Plan
Camas, Washington

Figure
2

\\kittelson.com\fs\H_Projects\32\32096 - Green Mountain Lacamas Village\report\figs\32096 Green Mountain_Figures.dwg Jul 03, 2025 - 12:17pm - dnair Layout Tab: Site Plan 1

Scope of the Report

This analysis identifies the transportation-related impacts associated with the Green Mountain Lacamas Village and was prepared in accordance with the recommendations outlined in the Master Plan TIA. The following information is presented:

- Estimated daily, weekday AM and weekday PM peak hour trip generation of the proposed homes.
- The cumulative number of site-generated trips used by the previously approved site development and the proposed homes as well as the number of Master Plan site-generated trips remaining assuming approval of the proposed homes.
- Evaluation of outstanding mitigation needs (as appropriate consistent with the Master Plan recommendations) involving assessment of proportionate share contribution at NE 192nd Avenue/NE 13th Street intersection.
- Access considerations.
- Conclusions and recommendations.

Current Proposed Development Plan

The Green Mountain Lacamas Village development consists of up to 160 single-family homes to be completed and occupied by 2028. The Green Mountain Lacamas Village development is located in the southern portion of the overall Master Plan site, with access to the majority of the site anticipated to be made via 87th Avenue. The development will also have an access off Boxwood Street and N 89th Avenue.

Trip Generation

Trip generation estimates for the proposed homes were prepared based on information provided in the *Trip Generation Manual, 9th Edition*[1] published by the Institute of Transportation Engineers (ITE – Reference 1). Table 1 summarizes the daily, weekday AM, and weekday PM peak-hour trips for the Green Mountain Lacamas Village.

Table 1: Trip Generation Estimate – Green Mountain Lacamas Village

Land Use	ITE Code	Size	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	160 dwelling units	1,523	120	30	90	160	101	59

[1] The analysis utilizes the ITE *Trip Generation Manual 9th Edition*, the same manual utilized in the Green Mountain Master Plan, Phase 1, Phase 2, and B1 Green Mountain developments. By comparison, and for reference, use of trip rates from the ITE *Trip Generation Manual, 11th Edition* for single-family detached housing results in fewer projected trips than the assumed 9th Edition rates (*11th Edition* trip rates project 1,509 weekday daily trips, 112 total AM peak hour trips, and 150 total PM peak hour trips).

Table 2 summarizes the overall master plan trip generation and then deducts for the cumulative Phase 1[2], Phase 2[2], and B1 South development trips to summarize the number of net new trips that will remain vested.

Table 2: Master Plan Trip Generation and Build-out Debiting (Includes Phase 1, Phase 2, B1 South, and Green Mountain Lacamas Village)

Land Use	ITE Code	Size	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Apartment	220	536 units	3,570	275	55	220	330	215	115
Single-Family Detached Housing	210	764 units	7,270	575	145	430	765	480	285
Total Residential (1,300 units)			10,840	850	200	650	1,095	695	400
Internalization (6% Daily,54% PM)			630	0	0	0	60	30	30
Shopping Center	820	90,000 square feet	6,340	145	90	55	560	270	290
Internalization (10% Daily, 11% PM)			630	0	0	0	60	30	30
Pass-By Trips (34%)			1,940	50	25	25	170	85	85
Total Vested Trips			17,180	995	290	705	1,655	965	690
Less Internalization			1,260	0	0	0	120	60	60
Less Pass-by trips			1,940	50	25	25	170	85	85
Vested Net New Trips for Full Build-out			13,980	945	265	680	1,365	820	545
Deduct for Net New Trips for Phase 1			1,914	150	40	110	200	125	75
Deduct for Net New Trips for Phase 2			2,170	170	40	130	230	145	85
Deduct for Net New Trips for B1 South			740	55	10	45	65	45	20
Deduct for Net new Trips for Green Mountain Lacamas Village			1,523	120	30	90	160	101	59
Remaining Trips			**7,633**	**450**	**145**	**305**	**710**	**404**	**306**

As seen in Table 2, after accounting for Phase 1, Phase 2, B1 South, and Green Mountain Lacamas Village development, a total of 7,633 daily; 450 weekday AM peak hour; and 710 weekday PM peak hour trips remain in the master plan approval.

[2] While previous traffic analysis assumed 215 units in Phase 1, Phase 1 as platted consists of 201 units. While previous traffic analysis assumed 230 units in Phase 2, Phase 2 is now platted for 228 units. The updated trip totals are shown in Table 2.

Evaluation of Outstanding Mitigation Needs

The Master Plan TIA identified a proposed proportionate cost sharing methodology to fund future construction of a northbound right-turn lane and a westbound right-turn lane on NE 13th Avenue at NE 192nd Avenue (the only mitigation measure not yet implemented), provided in *Appendix B.* Under this methodology, each weekday PM peak hour trip would be assessed a fee of $391. Based on the Green Mountain Master Plan trip assignment (refer to *Appendix A*), approximately 37% of residential trips are expected to travel through the NE 192nd Avenue/NE 13th Street intersection. The development will add 59 trips to the intersection during the weekday PM peak hour and therefore should be responsible for contributing $23,069 towards future improvements at the intersection.

Access Considerations

As seen in Figure 2, the proposed homes will be accessible to motor vehicles by one access each located on 87th Avenue, 89th Avenue and Boxwood Street. Sufficient intersection capacity at the connections to Ingle Road and 28th Street was demonstrated in the Master Plan TIA. Additional access considerations are described below.

Turn Lanes

Construction of a southbound left-turn lane on Ingle Road approaching 87th Avenue and an eastbound left-turn lane on 28th Street approaching Huerta Street is proposed in accordance with City of Camas design requirements, consistent with the Master Plan TIA. The new turn lanes will reduce the potential delay incurred by through traffic related to traffic turning left into the site.

Sight Distance

The location of 87th Avenue was selected to maximize available intersection sight distance at the Ingle Road connection point considering the horizontal curve along the south portion of the Ingle Road frontage as well as vertical curves along the roadway. The project civil engineering site plans document the available intersection sight distance at the Ingle Road/87th Avenue and 28th Street/Huerta Street intersections.

FINDINGS AND RECOMMENDATIONS

This transportation compliance letter concludes the proposed Green Mountain Lacamas Village can be developed while maintaining acceptable levels of service at the study intersections using previously vested Master Plan trips. The primary study findings and recommendations are summarized below.

Findings

- The Green Mountain Lacamas Village development includes up to 160 single-family homes and is estimated to generate 1,523 daily trips, 120 net new AM peak hour trips, and 160 net new PM peak hour trips.
- After accounting for the Green Mountain Lacamas Village development; a total of 7,633 daily; 450 weekday AM peak hour; and 710 weekday PM peak hour trips remain vested in the master plan approval.
- The Green Mountain Lacamas Village development is projected to add 59 weekday PM peak hour trips to the intersection of NE 192nd Avenue/NE 13th Street. This trip impact triggers a proportionate cost share of $23,069 ($391 per trip) based on the mitigation methodology presented in the Master Plan TIA.

Recommendations

- Subject to concurrency by City of Camas, the following should be provided in conjunction with the Green Mountain Lacamas Village site development:
  - Contribution of $23,069 towards future improvements at NE 192nd Avenue/NE 13th Street.
  - Signing and striping on NE Ingle Road at 87th Avenue to accommodate the new intersection and the proposed southbound left-turn lane in accordance with City of Camas design requirements.
  - Signing and striping on 28th Street at Huerta Street to accommodate the new intersection and the proposed eastbound left-turn lane in accordance with City of Camas design requirements.
  - On-site and off-site landscaping and any above ground utilities at the new 87th Avenue connection to NE Ingle Road, new Huerta Street connection to 28th Street, and all site accesses should provide adequate intersection sight-distance in accordance with City requirements.

We trust this letter adequately addresses the traffic impacts associated with the proposed Green Mountain Lacamas Village. Please contact us if you have any questions or comments regarding the contents of this report or the analysis performed.

REFERENCES

1. Institute of Transportation Engineers. *Trip Generation Manual, 9th Edition*. 2012.

Appendix

Appendix A. June 2014 Green Mountain Master Plan Transportation Impact Analysis

Appendix B. Proportionate Share Cost Methodology

Appendix A
June 2014 Green Mountain Master Plan Transportation Impact Analysis

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: November 20, 2014 Project #: 13865

To: Curleigh Carothers, P.E.; City of Camas

cc: Ryan Lopossa, P.E.; City of Vancouver
Jeff Barsness, P.E.; Washington State Department of Transportation
David Jardin, Clark County
Randy Printz, Landerholm Law Firm
John Schmidt and John O'Neil; Green Mountain Land, LLC

From: Chris Brehmer, P.E., Kelly Laustsen, and Ribeka Toda; Kittelson & Associates, Inc.

Project: Green Mountain Master Plan

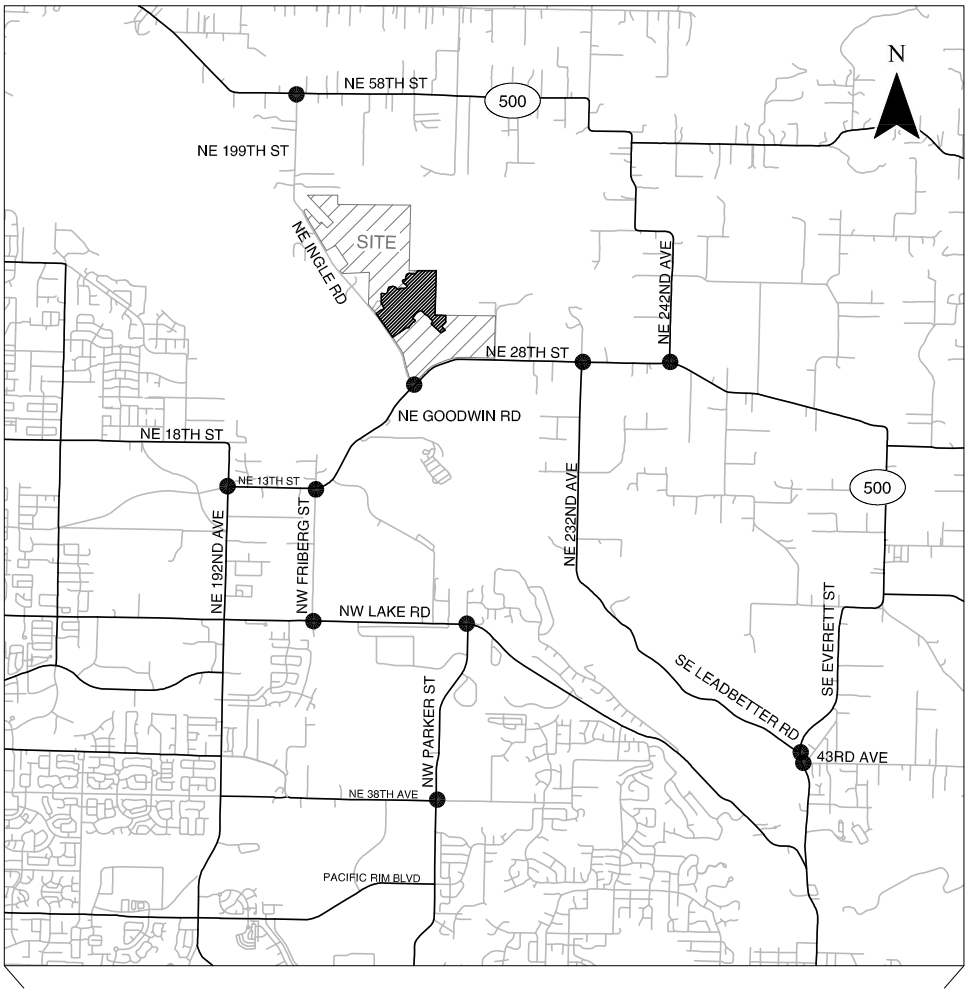
Subject: Transportation Impact Analysis

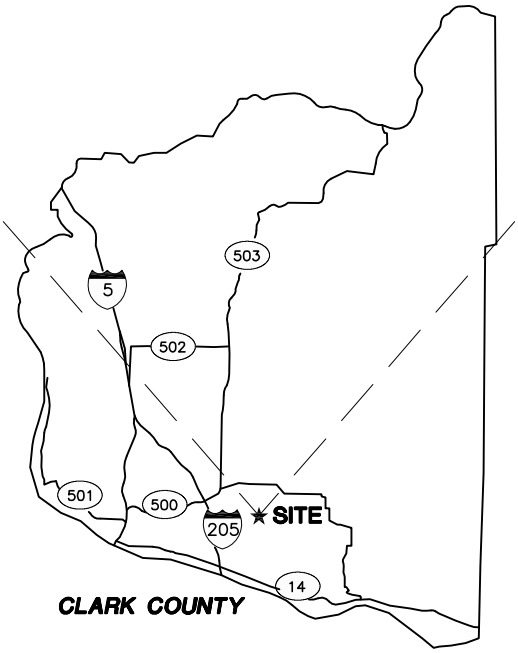
This memorandum documents the results of the transportation impact analysis prepared by Kittelson & Associates, Inc. (KAI) for the proposed Green Mountain Master Plan development to be located at the northeast corner of NE Ingle Road and NE Goodwin Road in Camas, Washington. This study concludes that Phase 1 of the site can be developed as proposed while maintaining safe and acceptable traffic operations at the study intersections assuming provision of an eastbound left-turn lane on NE Goodwin Road at NE Ingle Road. Further transportation improvements are recommended to accommodate full build-out of the proposed development. The methodology of our analysis, pertinent findings, and our recommendations are documented in this memorandum.

INTRODUCTION

Green Mountain Land, LLC is in the process of preparing a master plan to establish a mixed-use development on the 283-acre site. Green Mountain Golf Course is currently located on a large portion of the property; otherwise the site is vacant. The site is currently zoned for a mix of residential uses (R-10, MF-10 and R-6) and Community Commercial (CC). Figure 1 illustrates the site vicinity map.

The master plan proposes eight phases of development, with the sequence and timing of phases largely market dependent. It is expected that Phase 1 will be completed by 2018 and full master plan build-out will be assumed by 2029 for traffic impact assessment purposes.





● - Study Intersections

Site Vicinity
Camas, Washington

Figure
1

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Exhibit 20 SUB25-1007

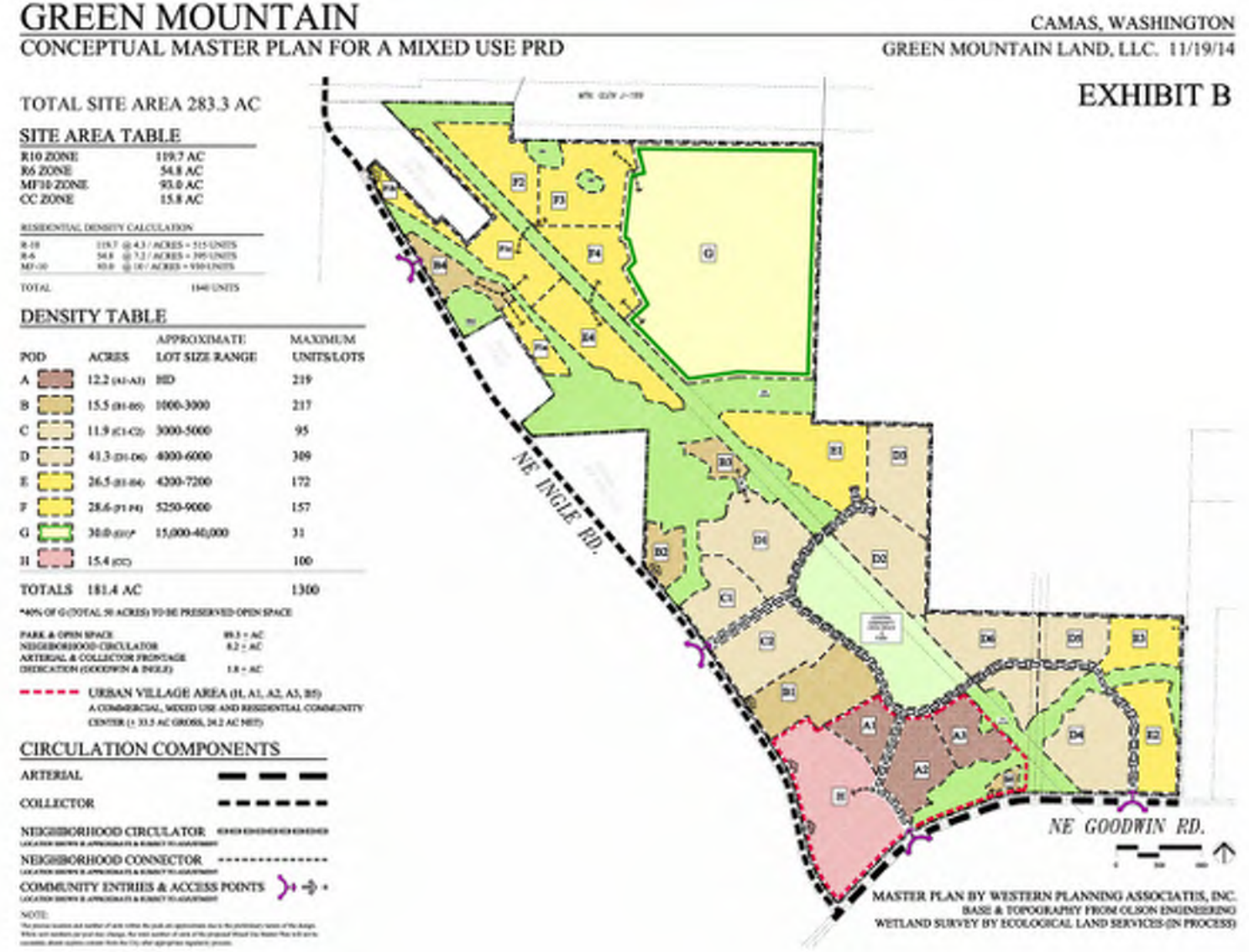
Figure 2 illustrates a conceptual image of the master plan site vision. A mix of residential and commercial uses is planned in accordance with the zoning, with a mixed use village proposed to better integrate the commercially zoned portion of the property. The village would be located at the southwest corner of the project and will encompass approximately twenty-four acres. Further project details are provided later in this report.

SCOPE OF THE REPORT

This analysis identifies the transportation-related impacts associated with the proposed Green Mountain Master Plan development and was prepared in accordance with City of Camas transportation impact analysis requirements. The study scope and overall study area for this project were selected based on a review of the local transportation system and direction provided by City of Camas, City of Vancouver, Clark County, and Washington Department of Transportation (WSDOT) staff.

Operational analyses were performed at the following intersections:

- NE 199th Avenue/NE 58th Street (SR 500, WSDOT maintained)
- NE 192nd Avenue/NE 13th Street (City of Vancouver maintained)
- NW Friberg Street/NE Goodwin Road
- NE Ingle Road/NE Goodwin Road
- NE 232nd Avenue/NE 28th Street
- NE 242nd Avenue (SR 500)/NE 28th Street (WSDOT maintained)
- NW Friberg Street/NW Lake Road
- NW Parker Street/NW Lake Road
- NE Everett Street (SR 500)/SE Leadbetter Road
- NW Parker Street/NE 38th Avenue
- NE Everett Street (SR 500)/NE 43rd Avenue (WSDOT maintained)
- Site-Access Driveways



Plan provided by Western Planning Associates, 11/19/14

Conceptual Master Plan
Camas, Washington

Figure 2

H:\projfile\13865 - Green Mountain Master Plan\dwgs\figs\13865_traffic study.dwg Jun 13, 2014 - 11:42am - klaustson Layout Tab: 2_SP

Exhibit 20 SUB25-1007

As required by the City of Camas, a transportation impact study was prepared to address the following transportation issues:

- Year 2014 existing land use and transportation system conditions within the site vicinity during the weekday a.m. and p.m. peak hours;
- Planned developments and transportation improvements in the study area;
- Trip generation and distribution estimates for the proposed development;
- Forecast year 2018 background traffic conditions without the proposed development during the weekday a.m. and p.m. peak hours;
- Forecast year 2018 total traffic conditions with the completion of Phase 1 of the proposed development during the weekday a.m. and p.m. peak hours;
- Forecast year 2029 background traffic conditions without the proposed development during the weekday a.m. and p.m. peak hours;
- Forecast year 2029 total traffic conditions with full build-out and occupancy of the proposed development during the weekday a.m. and p.m. peak hours;
- Level of service analyses for the study intersections; and
- On-site access and circulation.

Conclusions and recommendations are provided following the operational analysis.

ANALYSIS METHODOLOGY

All level of service analyses described in this report were performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (Reference 1). A description of level of service and the criteria by which they are determined is presented in *Appendix "A". Appendix "A"* also indicates how level of service is measured and what is generally considered the acceptable range of level of service.

To ensure that this analysis was based on a reasonable worst-case scenario, the peak 15 minute flow rate during the peak hour analysis periods was used in the evaluation of all intersection levels of service. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. Traffic conditions during other weekday hours and throughout the weekend will likely be better than those described in this report.

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At the City of Vancouver-maintained NE 192nd Avenue/NE 13th Street intersection, the peak 15-minute flow rate was assessed by applying the peak 15-minute volume across the hour and not applying a peak hour factor in accordance with guidance provided by the City.

Operating Standards

The study intersections are each operated and maintained by one of three impacted jurisdictions: WSDOT, the City of Vancouver, or the City of Camas. Each of these jurisdictions has their own operating standards. WSDOT requires LOS "E" or better for non-HSS (Highways of Statewide Significance) in urban areas, City of Vancouver requires LOS "E" or better and a v/c ratio of less than 0.95 for signalized intersections. The City of Camas requires LOS "D" or better and a v/c ratio of 0.90 or better for all intersections. Table 1 lists the study intersections, the responsible jurisdiction, and the corresponding operating standard.

Table 1: Operating Standards at Study Intersections

ID	Study Intersection	Jurisdiction	Standard
1	NE 199th Avenue/NE 58th Street (SR 500)	WSDOT	LOS "C" for non-HSS in rural area[1]
2	NE 192nd Avenue/NE 13th Street	Vancouver	LOS "E" and v/c ratio less than 0.95
3	NW Friberg Street/NE Goodwin Road	Camas	LOS "D" and v/c of 0.90 or better
4	NE Ingle Road/NE Goodwin Road	Camas	LOS "D" and v/c of 0.90 or better
5	NE 232nd Avenue/NE 28th Street	Camas	LOS "D" and v/c of 0.90 or better
6	NE 242nd Avenue (SR 500)/NE 28th Street	WSDOT	LOS "C" for non-HSS in rural area[1]
7	NW Friberg Street/NW Lake Road	Camas	LOS "D" and v/c of 0.90 or better
8	NW Parker Street/NW Lake Road	Camas	LOS "D" and v/c of 0.90 or better
9	NE Everett Street (SR 500)/SE Leadbetter Road	WSDOT	LOS "C" for non-HSS in rural area[1]
10	NW Parker Street/NE 38th Avenue	Camas	LOS "D" and v/c of 0.90 or better
11	NE Everett Street (SR 500)/NE 43rd Avenue	WSDOT	LOS "C" for non-HSS in rural area[1]

[1]The City of Camas TIF Update applied the WSDOT standard for facilities in urban areas (LOS "E" for non-HSS in urban area). Based on conversations with WSDOT, the standard for rural areas is currently applicable to the WSDOT study intersections.

Source: City of Camas Traffic Impact Fee Update (Reference 2)

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Turn Lane Guidelines

For roadways under Washington State jurisdiction, such as SR 500, WSDOT has defined traffic-volume based turn lane guidelines within the *WSDOT Design Manual* (Reference 3). Left-turn lane guidelines are provided in section 1310.04(2)(a) while right-turn lane guidelines are provided in section 1310.04(3).

EXISTING CONDITIONS

The existing conditions analysis identifies site conditions and the current operational and geometric characteristics of roadways within the study area. These conditions will be compared with future conditions later in this report.

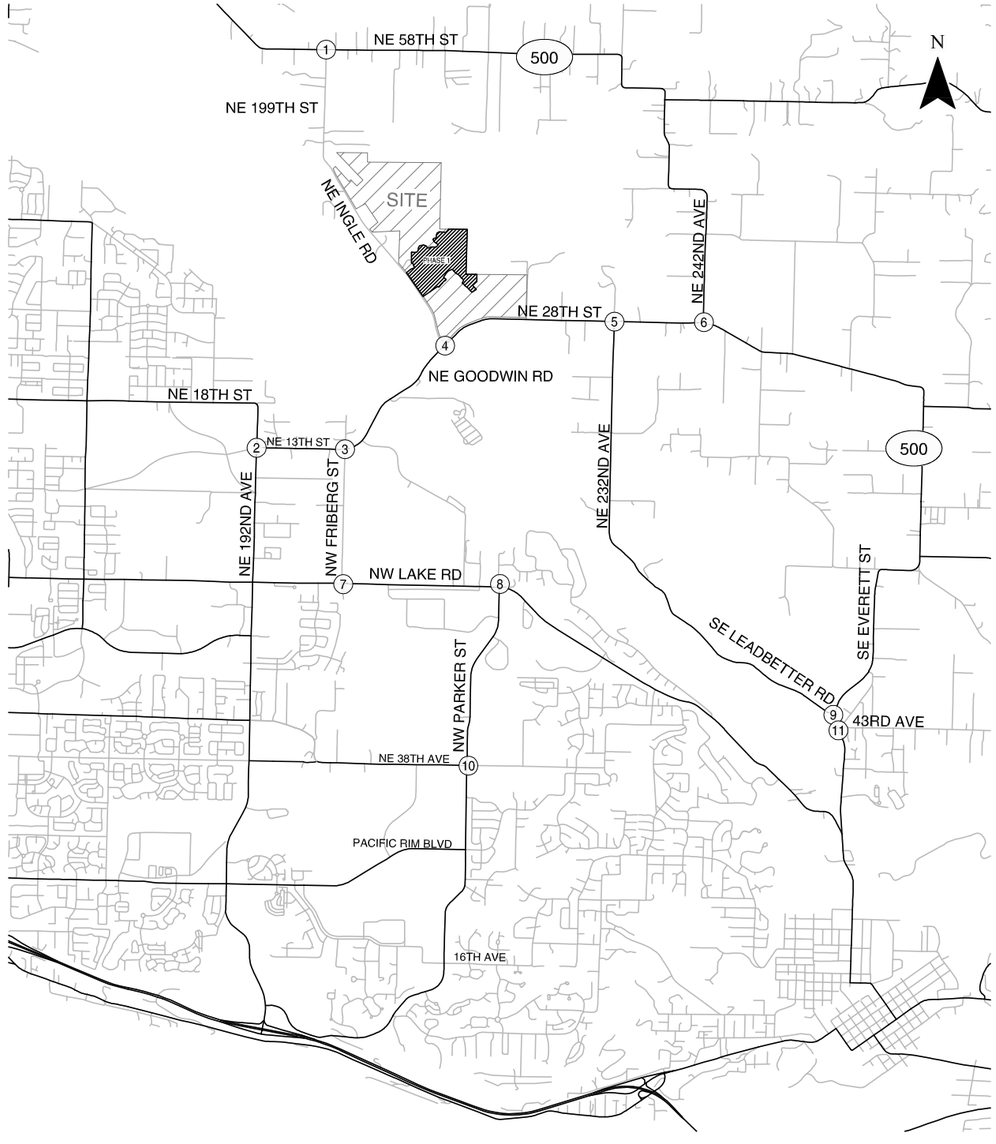
The site of the proposed development and surrounding study area was visited and inventoried in March 2014. At that time, information was collected regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

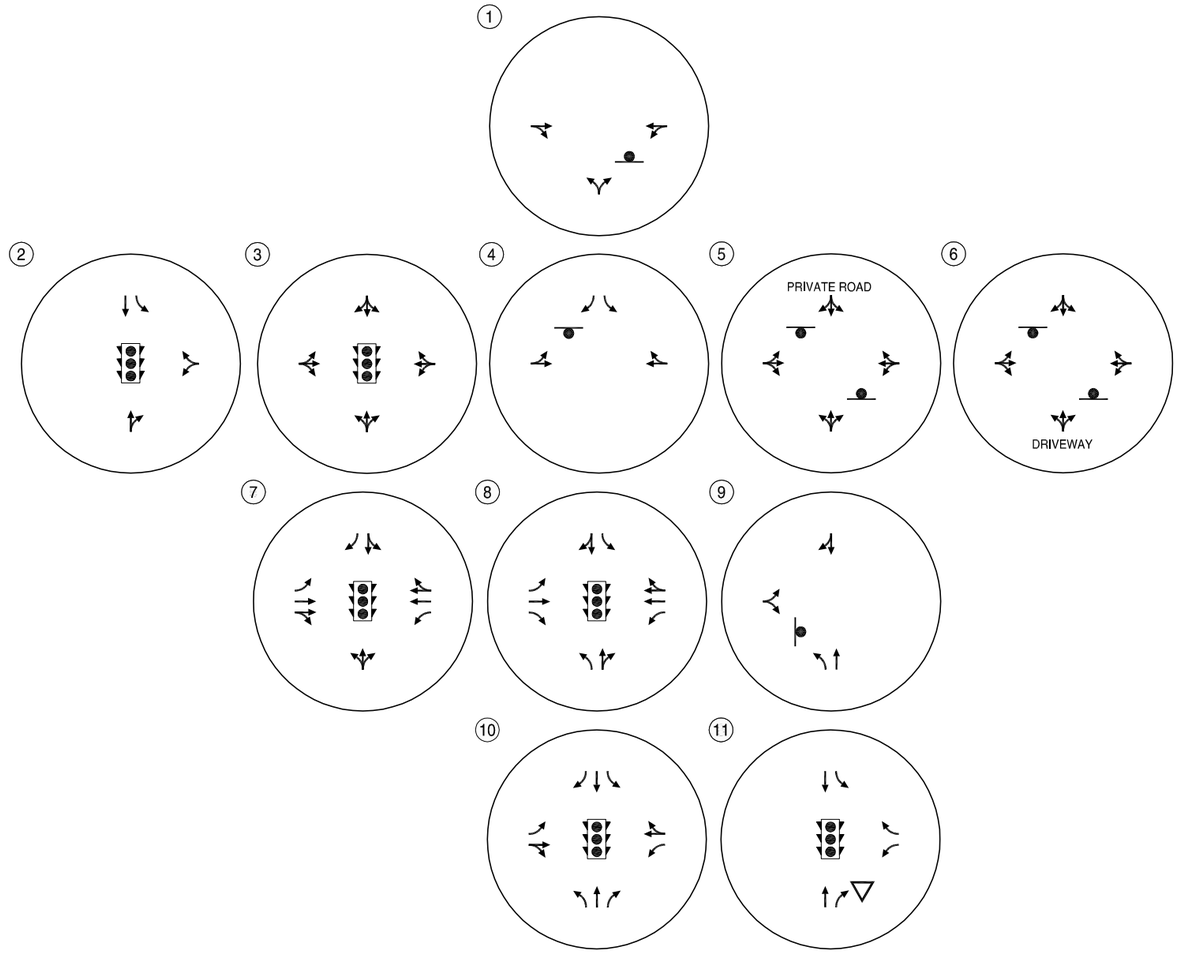
Site Conditions and Adjacent Land Uses

The area encompassed by the master plan site is largely undeveloped. The southwest corner of the property is occupied by the Green Mountain Golf Course, a portion of which is proposed to remain open after completion of the Phase 1 master plan development. The areas surrounding the site are also largely undeveloped, with a few single family homes situated along NE 28th Street, NE 199th Avenue, and SR 500.

Transportation Facilities

Table 2 provides a summary of key transportation facilities in the site vicinity and Figure 3 illustrates the existing lane configurations and traffic control devices at the study intersections.





- STOP SIGN
- TRAFFIC SIGNAL
- YIELD SIGN

Existing Lane Configurations and Traffic Control Devices
Camas, Washington

Figure
3

Exhibit 20 SUB25-1007

Table 2: Existing Transportation Facilities and Roadway Designations

Roadway	Classification[1]	Cross-Section	Speed Limit (mph)	Side-Walks?	Bicycle Lanes?	Median?	On-Street Parking?
NE 13th Street / NE Goodwin Road / NE 28th Street	Arterial	5-lane	40	Yes	Yes	Yes	None
SR 500	Non-HSS[2]	2-lane	50	None	None	None	None
NE Ingle Road / NE 199th Avenue	Collector	2-lane	50	None	None	None	None
NE 192nd Avenue	Arterial	2-lane	40	Partial	None	None	None
SE 192nd Avenue	Arterial	5-lane	40	Partial	None	None	None
NW Friberg Street / NE 202nd Avenue	Arterial	2-lane	40	Partial	None	None	None
SE 1st Street / NW Lake Road	Arterial	5-lane	40	Yes	Yes	Yes	None
NW Parker Street	Arterial	5-lane	35	Yes	Yes	None	None
NE Everett Road	Arterial	2-lane	35	None	None	None	None
NW Pacific Rim Blvd./ SE 34TH Street	Arterial	5-lane	40	Yes	None	Yes	None

[1] Source: City of Camas Traffic Impact Fee Update (Reference 2)
[2] HSS = Highways of Statewide Significance

Pedestrian and Bicycle Facilities

Neither sidewalks nor striped bicycle facilities are provided in the vicinity of the site on either NE Ingle Road or NE Goodwin Road/NE 28th Street.

Transit Facilities

The C-Tran *Camas Connector* Dial-A-Ride service currently operates within a portion of the study area, with a northern boundary of Lake Road, western boundary of Parker Street, and eastern boundary of SR 500. This service operates by accepting telephone calls from riders to be taken to a location inside a defined boundary. The hours of operation are Monday through Friday from 5:30 a.m. to 9:15 a.m. and 2:00 p.m. to 7:00 p.m. No service is available on holidays (Reference 4).

Crash Analysis

The crash histories of the study intersections were reviewed in an effort to identify potential intersection safety issues. Crash records were obtained from WSDOT. The data represents records between January 1, 2008 and November 30, 2013. The crash rate was calculated to determine the number of crashes per million entering vehicles (MEV). Generally speaking, a crash rate greater than 1.0 crashes per MEV suggests locations where crash patterns should be reviewed in greater detail.

Exhibit 20 SUB25-1007

A brief discussion of the crash data at key intersections is presented after Table 3. There were no fatalities reported at the study intersections during the time periods studied. *Appendix "B" contains the crash data.*

As shown in Table 3, the two intersections where the highest crash rates were observed were NE 199th Avenue/NE 58th Street and NE Ingle Road/NE Goodwin Road. At all other intersections, the observed crash rates are well below 1.0 crash per million entering vehicles.

Table 3: Intersection Crash Histories (1/1/2008 - 11/30/2013)

Intersection	Total	Collision Type						Severity		Crash Rate Crashes/ MEV[2]
		Rear End	Turn -ing	Angle	Pedes -trian	Fixed Object	Road way Ditch	PDO[1]	Injury	
1. NE 199th Ave / NE 58th St (SR 500)	7	0	0	4	0	3	0	5	2	0.57
2. NE 192nd Ave / NE 13th St	8	1	6	0	0	1	0	4	4	0.27
3. NE Friberg St / NE Goodwin Rd	5	1	3	1	0	0	0	3	2	0.32
4. NE Ingle Rd / NE Goodwin Rd	16	4	0	5	1	4	2	11	5	1.03
5. NE 232nd Ave / NE 28th St	3	0	0	1	0	2	0	2	1	0.25
6. NE 242nd Ave (SR 500)/ NE 28th St	4	0	0	2	0	1	1	2	2	0.30
7. NW Friberg St / NW Lake Rd	6	3	0	1	0	2	0	6	0	0.24
8. NW Parker St / NW Lake Rd	3	0	1	0	0	2	0	3	0	0.12
9. NE Everett St (SR 500)/ SE Leadbetter Rd	5	0	0	0	0	3	2	2	3	0.54
10. NW Parker St / NE 38th Ave	9	0	5	4	0	0	0	6	3	0.29
11. NE Everett St (SR 500) / NE 43rd Ave	7	1	5	0	0	1	0	3	4	0.36

[1] PDO = Property Damage Only |[2] MEV = Million Entering Vehicles

NE 199th Avenue/NE 58th Street (SR 500)

The second highest crash rate, 0.57, occurs at the intersection of NE 199th Avenue/NE 58th Street. There have been seven reported collisions, including four angle collisions and three fixed-object collisions at this intersection. The crash data was reviewed in an effort to identify potential trends. Three of the angle crashes involved vehicles making a northbound left turn from NE 199th Avenue to NE 58th Street; another involved an eastbound vehicle turning right from NE 58th Street to NE 199th Avenue. Of the three fixed object collisions, two involved utility poles and one involved a domestic animal. Collisions with domestic animals are challenging to eliminate and one of the collisions with the utility poles involved a driver asleep at the wheel. Four of the seven crashes occurred during wet road surface conditions. Given the relatively low number of reported collisions

Exhibit 20 SUB25-1007

and the unusual nature of three of the seven collisions (the three fixed-object collisions), there are no safety-based mitigation measures recommended at this intersection at this time in conjunction with site development. If an eastbound right-turn lane is added to the intersection in the future (which is currently warranted as will be described later in this report), it may provide safety benefits.

NE Ingle Road/NE Goodwin Road

The highest crash rate, 1.03, occurs at the intersection of NE Ingle Road/NE Goodwin Road. There have been reported collisions including 4 four rear-end collisions, 5 five angle collisions, 4 fixed-object collisions (involving a utility pole, a mailbox, a boulder, and a wood sign post), 2 roadway ditch collisions, and a pedestrian collision at this intersection. As discussed later in this report, the Green Mountain Master Plan proposes to construct an exclusive eastbound left-turn lane on NE Goodwin Road at NE Ingle Road in conjunction with the Phase 1 site development. Providing an eastbound left-turn lane and potential related reconfiguration of the southbound stop bar location (refer to sight distance discussion below) in conjunction with Phase 1 site development could provide a safety benefit at this intersection.

Two of the angle collisions involved vehicles exceeding reasonably safe speeds while making a westbound right-turn at the intersection. One of the recommended mitigation measures for the 2029 full build-out scenario of the proposed development is the addition of a westbound right-turn lane at this intersection, which could provide a safety benefit for turning vehicles. Additional long-term mitigation measures anticipated in conjunction with site development include constructing a three-lane roadway section on NE Goodwin Road along the site frontage and signalizing the intersection when warranted.

Intersection Sight Distance

Intersection sight distance was observed at the study intersections and was found to meet applicable city or WSDOT standards, with the exception of the sight distance at the NE Ingle Road/NE Goodwin Road intersection. As shown in Exhibit 1 below, the stop bar on NE Ingle Road is set back approximately 25 feet from the edge of NE Goodwin Road.

Exhibit 1: Stop Bar on NE Ingle Road at NE Goodwin Road



Image source: Google Maps (right image)

As indicated in Exhibit 2, vehicles currently pull past the stop bar to obtain sufficient sight distance to then execute a turning maneuver. Regardless of the proposed site development, we recommend that the City of Camas consider potential improvements to enhance the intersection sight distance, such as relocating the stop bar closer to NE Goodwin Road.

Exhibit 2: Vehicle Waiting to Make Left-Turn from NE Ingle Road to NE Goodwin Road



Existing Traffic Operations

Manual turning-movement counts were conducted at the study intersections in March and April 2014. The counts were conducted on a typical mid-week day during the morning peak period (7:00 to 9:00 a.m.) and the evening peak period (4:00 to 6:00 p.m.) per City requirements. Individual Intersection peak hours were then identified for operational analysis purposes.

Figures 4 and 5 provide a summary of the existing turning-movement counts, which are rounded to the nearest five vehicles per hour for the weekday a.m. and p.m. peak hours, respectively. *Appendix "C" contains the traffic count worksheets used in this study*.

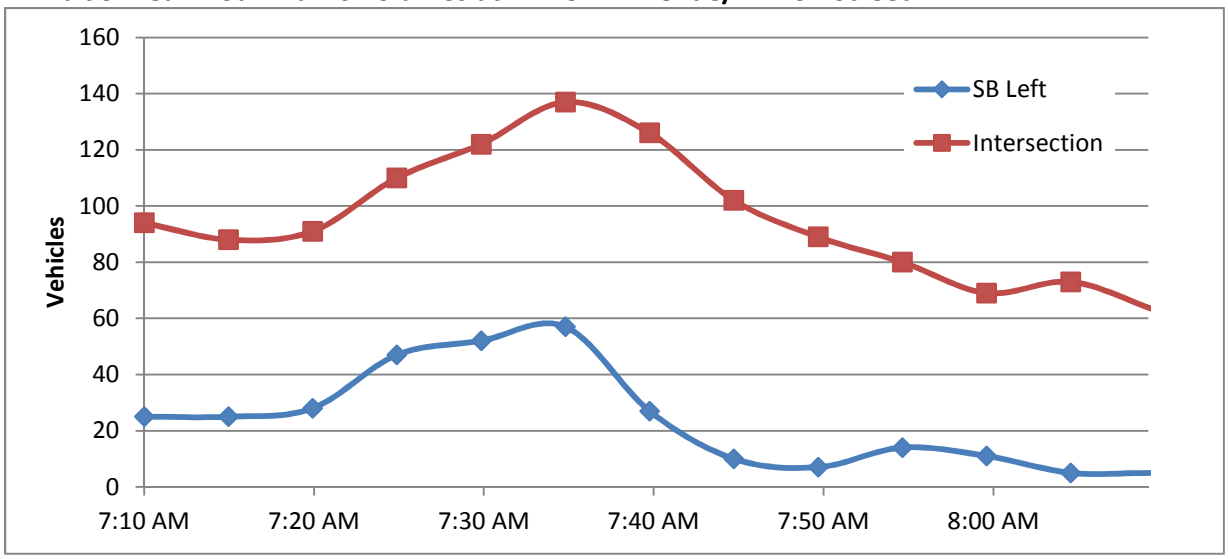
As shown in Figures 4 and 5, the study intersections operate acceptably during both study periods. *Appendix "D" contains the existing conditions traffic operations worksheets.*

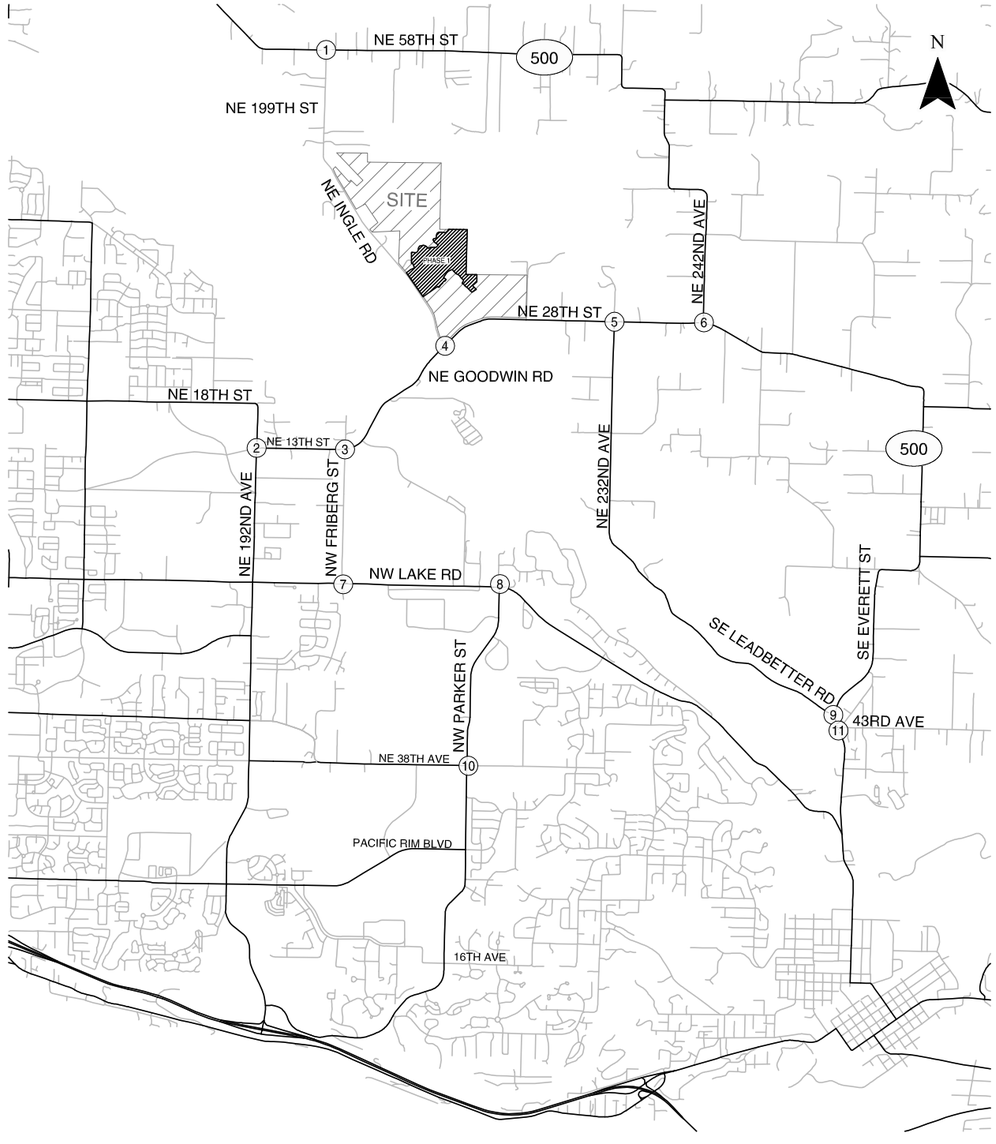
Operations at NE 192nd Avenue / NE 13th Street

As noted in the "Analysis Methodology" section, analysis of the City of Vancouver-maintained NE 192nd Avenue/NE 13th Street intersection involved application of the peak 15-minute flow rate across the hour and not applying a peak hour factor. This analysis methodology is in accordance with guidance provided by the City.

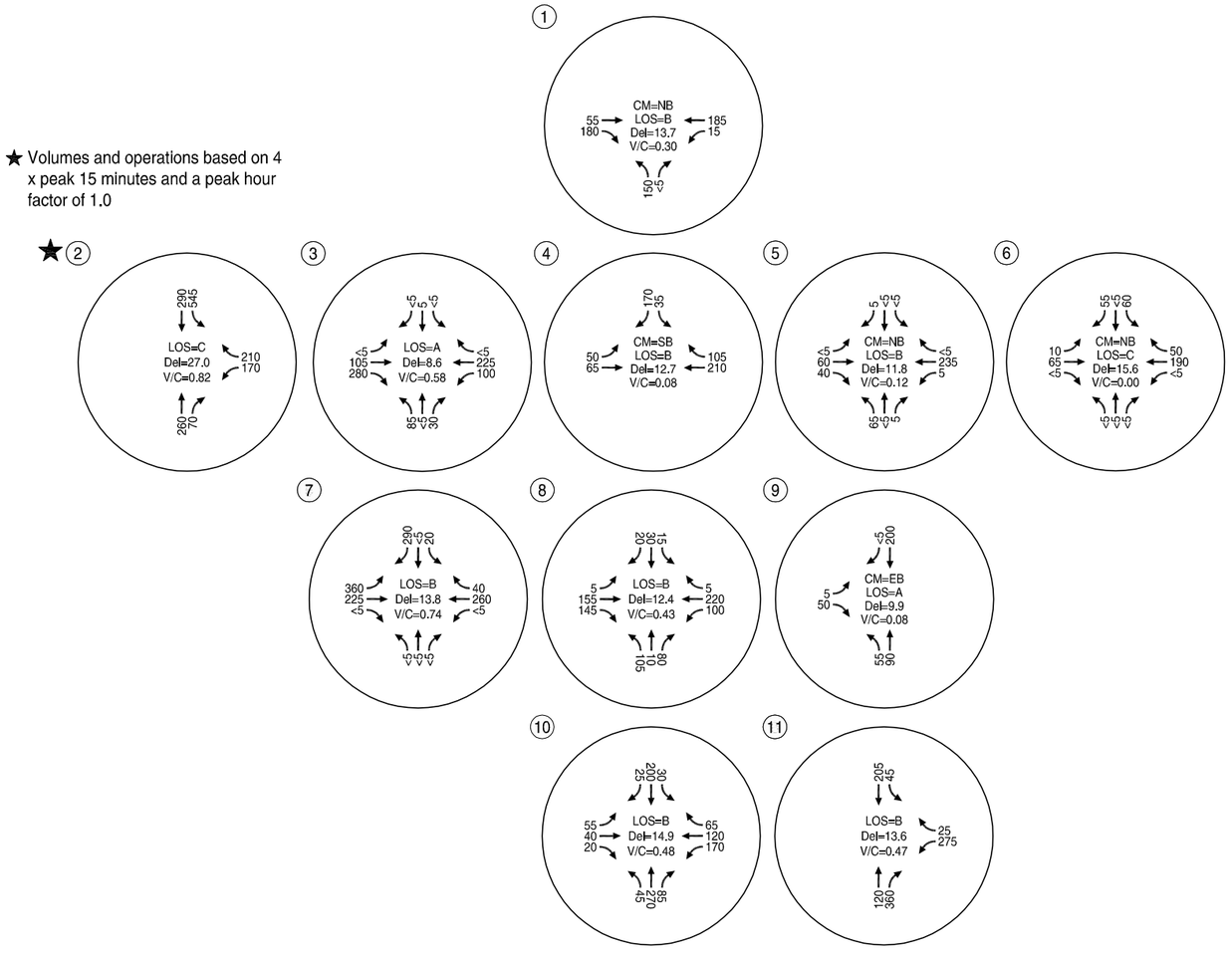
During the weekday AM peak hour, significant peaking occurs at the intersection related to vehicles accessing Union High School on NW Friberg Street. In particular, the southbound left-turning volume peaks in advance of the school start at 7:45 AM, as shown in Exhibit 3. During this "peak of the peak" period, queueing for the southbound left-turn lane sometimes exceeds the available striped storage (approximately 160 feet). Based on field observation, heightened delays and queueing for the southbound left-turn movement are contained to about fifteen minutes in advance of the school start, during which time some southbound left-turning vehicles do not clear through the intersection during each cycle. After this time, volumes decrease significantly and left-turning vehicles consistently clear through the intersection in a single cycle.

Exhibit 3: Peak Hour Traffic Volumes at NE 192nd Avenue/NE 13th Street





★ Volumes and operations based on 4 x peak 15 minutes and a peak hour factor of 1.0



CM = CRITICAL MOVEMENT (TWSC)
LOS = INTERSECTION LEVEL OF SERVICE (SIG) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIG / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
TWSC = TWO-WAY STOP CONTROL

Existing Intersection Operations
Weekday AM Peak Hour
Camas, Washington

Figure
4

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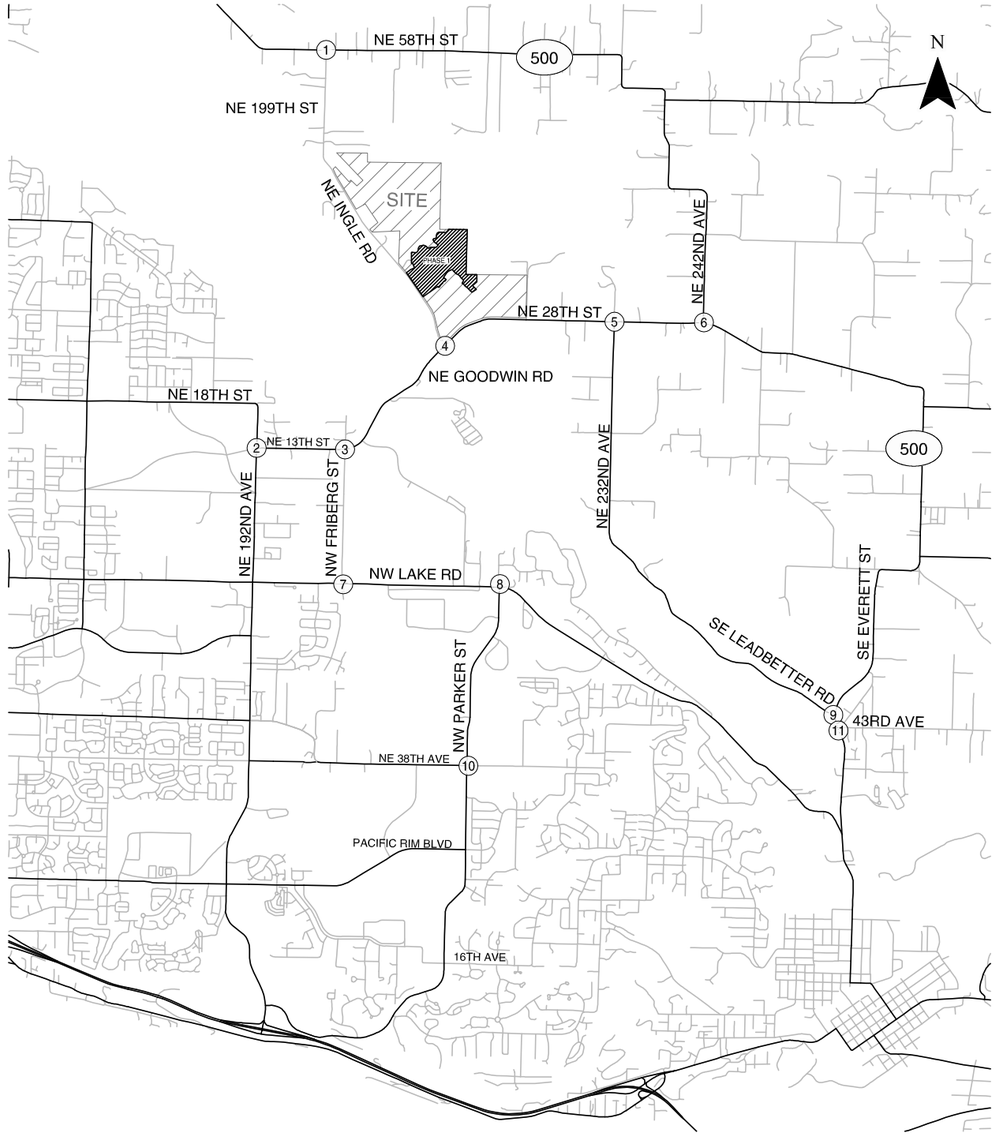
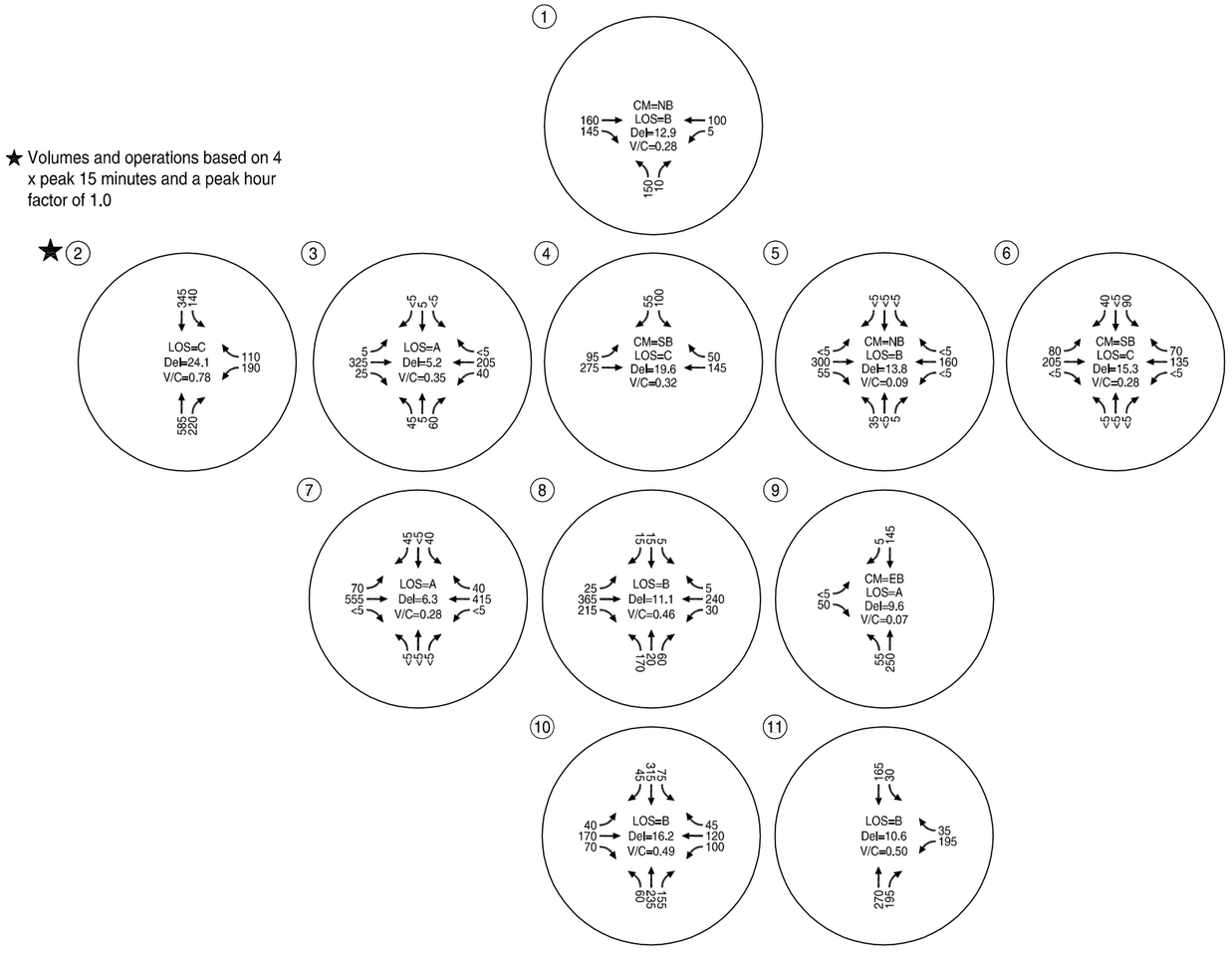


★ Volumes and operations based on 4 x peak 15 minutes and a peak hour factor of 1.0



CM = CRITICAL MOVEMENT (TWSC)
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V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
TWSC = TWO-WAY STOP CONTROL

Existing Intersection Operations
Weekday PM Peak Hour
Camas, Washington

Figure
5

Exhibit 20 SUB25-1007

TRAFFIC IMPACT ANALYSIS

The traffic impact analysis identifies how the study area's transportation system will operate upon phased build-out of the proposed master plan site. A horizon year of 2018 was selected to assess conditions with build-out of Phase 1 while a 15-year 2029 horizon year was assumed for site build-out. The impact of site-generated weekday a.m. and p.m. peak hour trips was examined as follows:

- Planned developments and transportation improvements in the study area were identified and accounted for;
- Trip generation and distribution estimates for the proposed development were prepared for Phase 1 and full build-out of the proposed development;
- Forecast year 2018 background traffic conditions without the proposed development were analyzed at the study intersections;
- Forecast year 2018 total traffic conditions with completion of Phase 1 of the proposed development were analyzed at the study intersections;
- Forecast year 2029 background traffic conditions without the proposed development were analyzed at the study intersections;
- Forecast year 2029 total traffic conditions with full build-out and occupancy of the proposed development were analyzed at the study intersections; and
- On-site circulation and site-access operations were evaluated.

Proposed Development Plan

Green Mountain Land, LLC is proposing to master plan the 283-acre site with mixed-use development. Green Mountain Golf Course is currently located on a large portion of the master plan property. We understand that a portion of the existing Green Mountain Golf Course may remain temporarily available for use after completion of Phase 1 site development and that, ultimately, the golf course will be closed prior to full master plan build-out. No effort has been made to account for "credit" for existing trips to and from the golf course for the purposes of this transportation impact analysis report.

The master plan proposes eight phases of development, with the sequence and timing of phases to be finalized pending market conditions. It is expected that Phase 1 will be completed by 2018 and full master plan build-out is assumed by 2029 for traffic impact assessment purposes. A mix of residential and commercial uses is planned in accordance with the zoning, with a mixed use village proposed to better integrate the commercially zoned portion of the property. The application seeks

Exhibit 20 SUB25-1007

approval of an overlay zone for a portion of the site intended for an urban village. The village would be located at the southwest corner of the project and will encompass approximately twenty-four acres.

For traffic impact study purposes, Phase 1 is assumed to consist of a residential component with 215 single-family detached homes. Full build-out of the master plan residential component assumed construction of up to 536 apartment units and 764 single-family detached homes. The retail portion of the proposed development plan was assumed to develop after Phase 1 and was assumed to be a 90,000 square-foot shopping center for trip generation purposes[1].

Access to Phase 1 development is anticipated along NE Ingle Road, with additional access added to NE Goodwin Road during later stages of the development. Final details of the number and location of site access points will be defined during preparation of individual site plan applications, therefore appropriate planning level assumptions have been made for master planning purposes. The proposed master plan anticipates two public street neighborhood circulator connections to NE Goodwin Road serving the site in conjunction with two public street neighborhood circulator connections along NE Ingle Road. The commercial site is expected to have direct driveway access to NE Ingle Road. Some residential areas (not individual residence driveways) not served by the anticipated neighborhood circulator facilities may also seek direct access to NE Ingle Road or NE Goodwin Road as appropriate.

Trip Generation

Trip generation estimates for the proposed development were generated based on information provided in the standard reference manual *Trip Generation, 9th Edition* published by the Institute of Transportation Engineers (ITE – Reference 7). The internal and pass-by trip rates applied to each land use were also determined from ITE's *Trip Generation, 9th Edition.* Table 4 summarizes the daily, weekday a.m., and weekday p.m. peak-hour trips for the Phase 1 assumed development while Table 5 summarizes the complete master plan site trip generation estimate. All daily trips have been rounded to the nearest ten and all peak hour trips have been rounded to the nearest five trips.

[1] The unit mix for phase 1 and buildout was developed based on a reasonable worst-case scenario. Final development may result in a less-intense mix of residential units.

Table 4: Trip Generation Estimate – Phase 1

Land Use	ITE Code	Size	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	215 units	2,050	160	40	120	215	135	80

Table 5: Trip Generation Estimate – Build-out (Includes Phase 1)

Land Use	ITE Code	Size	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Apartment	220	536 units	3,570	275	55	220	330	215	115
Single-Family Detached Housing	210	764 units	7,270	575	145	430	765	480	285
Total Residential (1,300 units)			**10,840**	**850**	200	650	1,095	695	400
Internalization (6% Daily, 5% PM)			630	0	0	0	60	30	30
Shopping Center	820	90,000 square feet	6,340	145	90	55	560	270	290
Internalization (10% Daily, 11% PM)			*630*	*0*	*0*	*0*	*60*	*30*	*30*
Pass-By Trips (34%)			*1,940*	*50*	*25*	*25*	*170*	*85*	*85*
Total Trips			17,180	995	290	705	1,655	965	690
Less Internalization			*1,260*	*0*	*0*	*0*	*120*	*60*	*60*
Less Pass-by trips			*1,940*	*50*	*25*	*25*	*170*	*85*	*85*
Net New Trips for Full Build-out			***13,980***	***945***	***265***	***680***	***1,365***	***820***	***545***

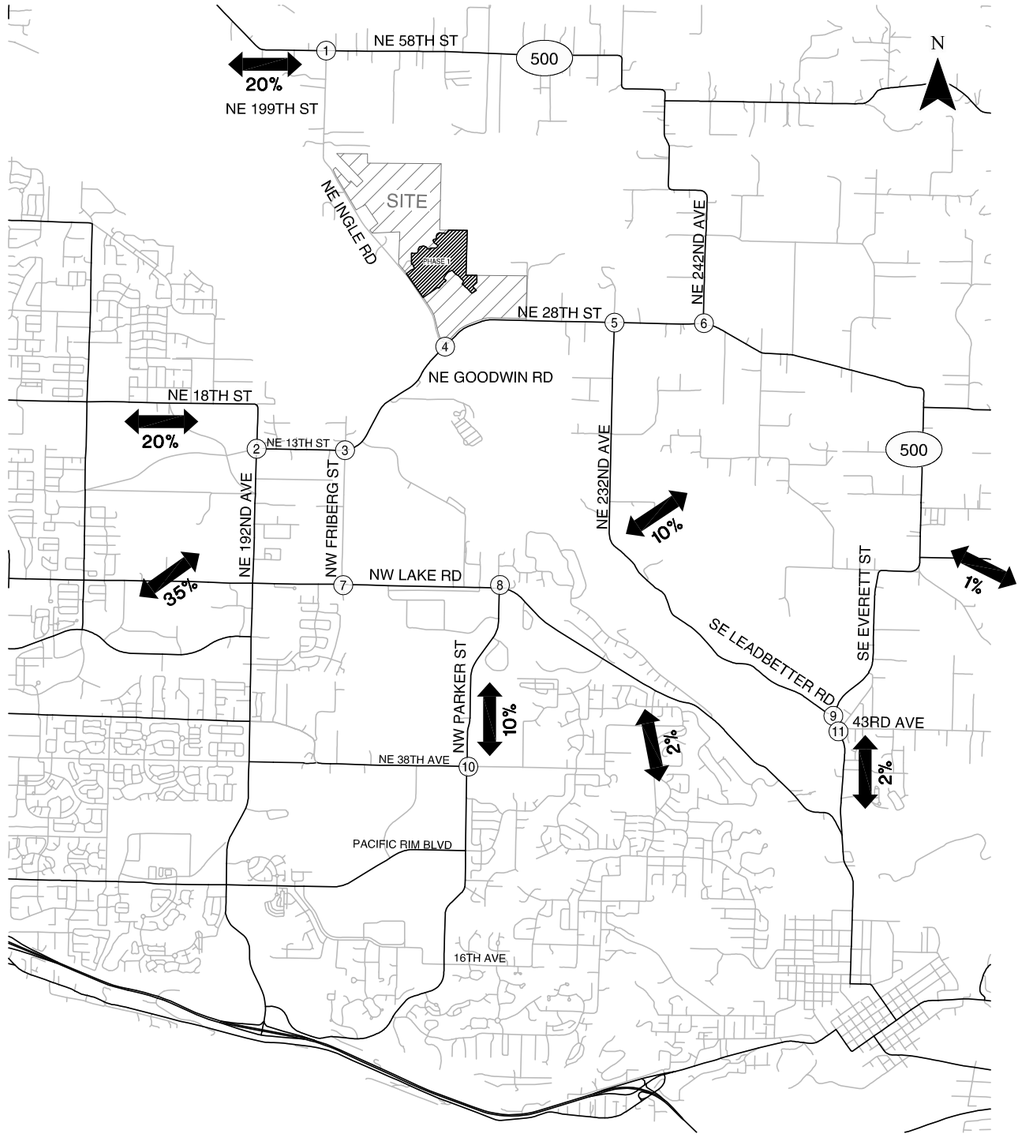
Trip Distribution

The distribution of site-generated trips onto the study area roadway system was estimated based on a review of surrounding roadway characteristics, existing uses, the 2035 travel demand model maintained by the Southwest Washington Regional Transportation Council (RTC), and review agency guidance. Trip distribution patterns were developed separately for the residential and retail trips. Figure 6 illustrates the trip distribution patterns for the residential and retail trips.

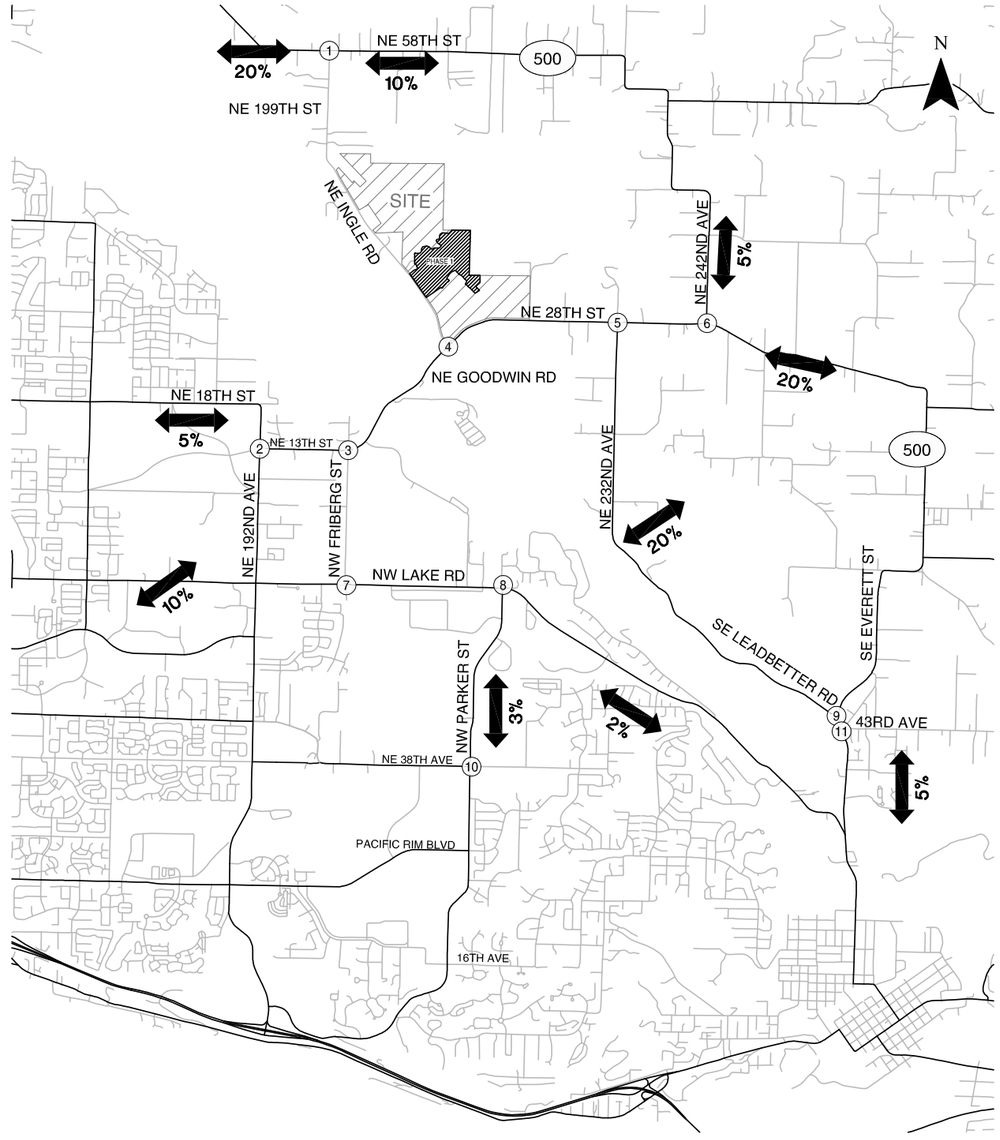
Trip Assignment

The weekday a.m. and p.m. peak hour site trips shown in Tables 4 and 5 were assigned to the roadway network based on the trip distribution patterns shown in Figure 6. Figures 7 through 10 show the assignment of site-generated trips during the weekday a.m. and p.m. peak hours for Phase 1 and at Build-out. Note that the site-generated build-out volumes shown in Figures 9 and 10 include the Phase 1 site-generated trips and thus reflect the total number of trips generated. *A figure showing the assignment of pass-by trips is provided in Appendix "E".*

RESIDENTIAL DISTRIBUTION:

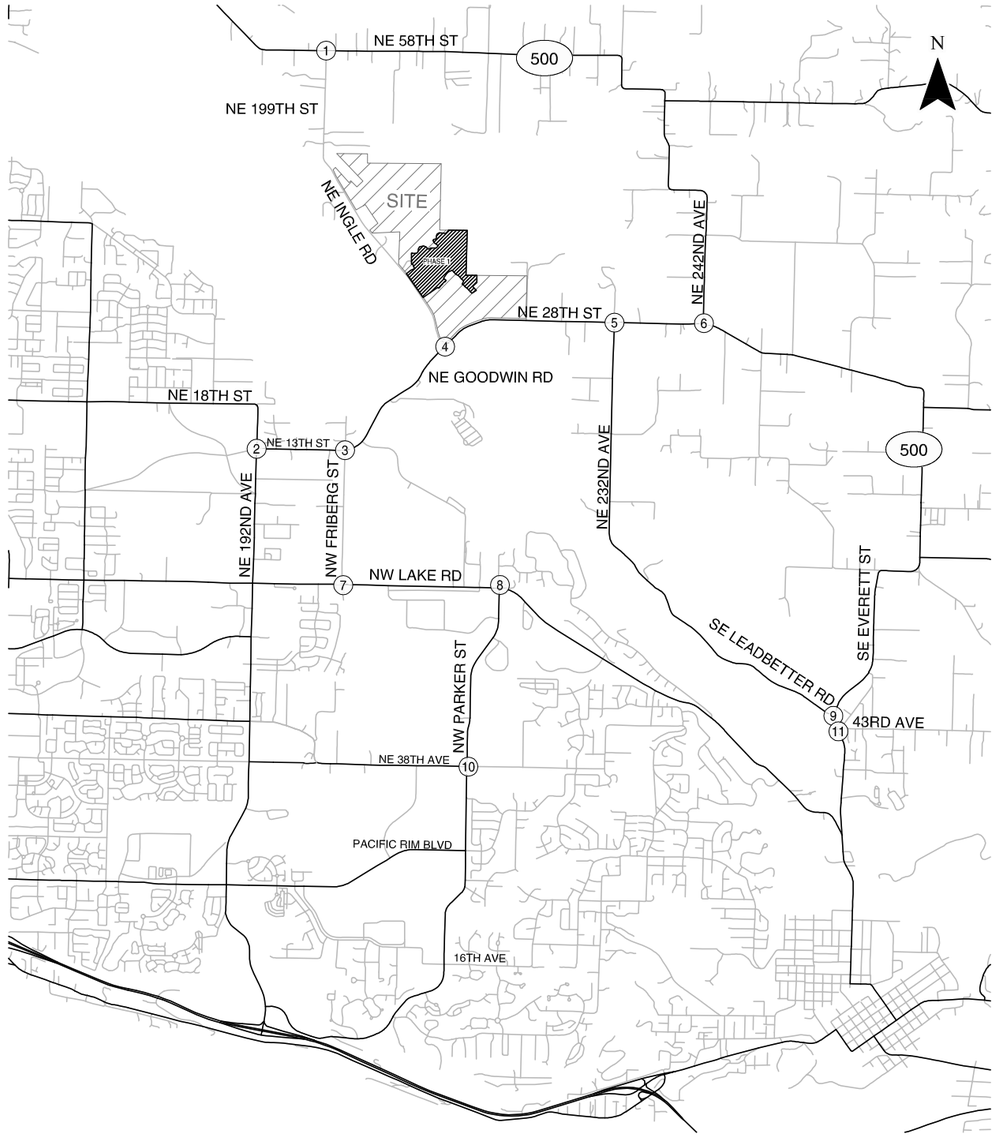


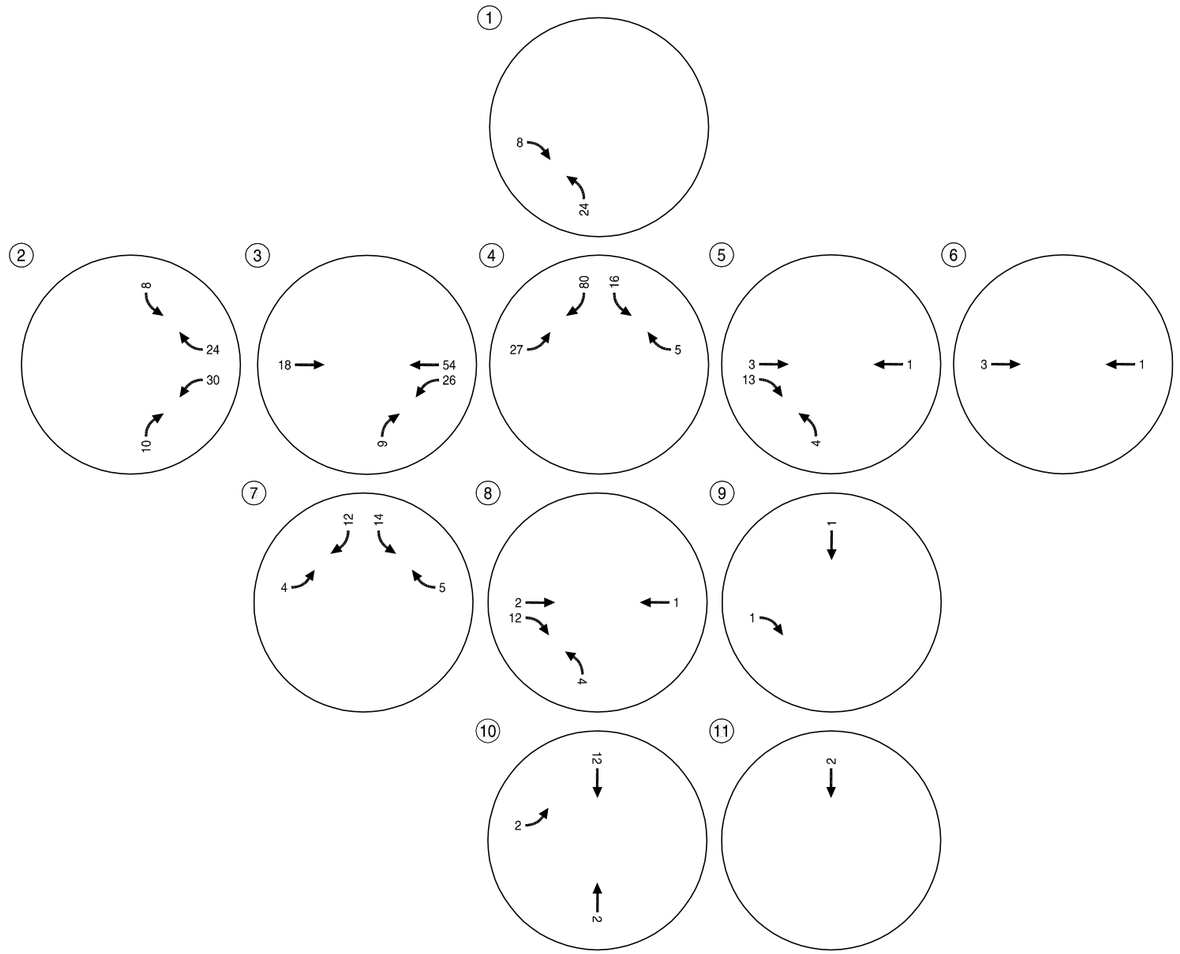
RETAIL DISTRIBUTION:



Estimated Trip Distribution Pattern
Camas, Washington

Figure
6





Total Estimated Trip Assignment - Phase 1
Weekday AM Peak Hour
Camas, Washington

Figure
7

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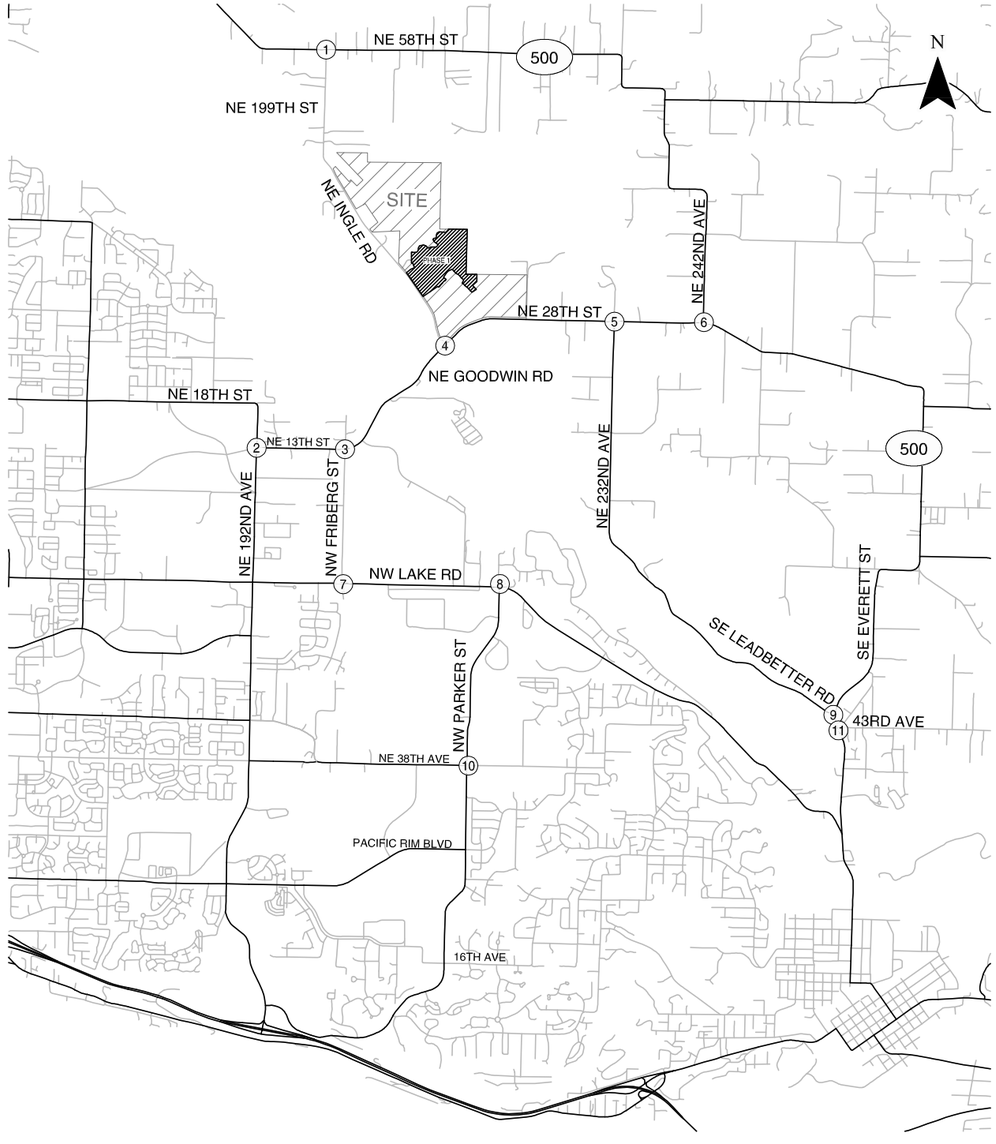

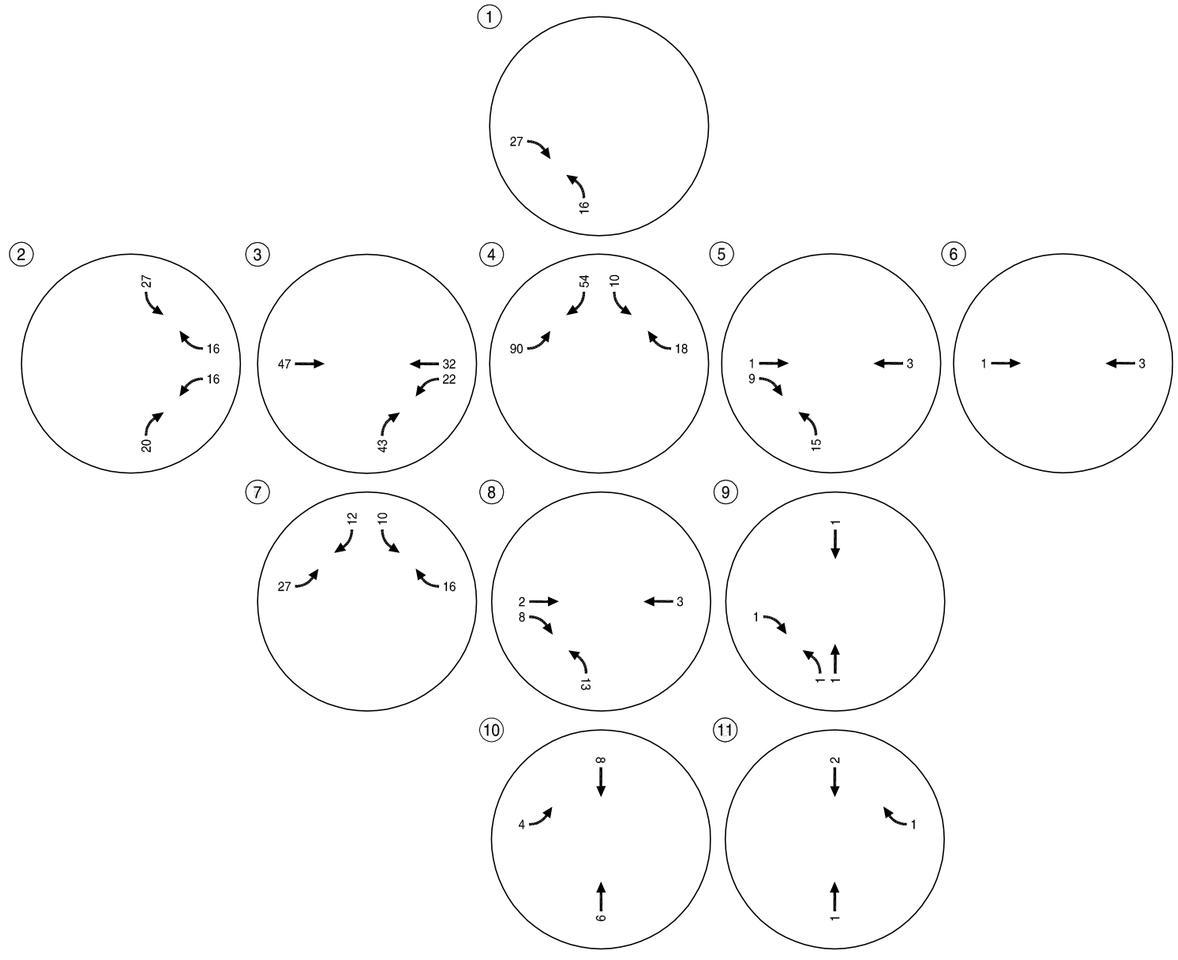

Total Estimated Trip Assignment - Phase 1
Weekday PM Peak Hour
Camas, Washington

Figure
8

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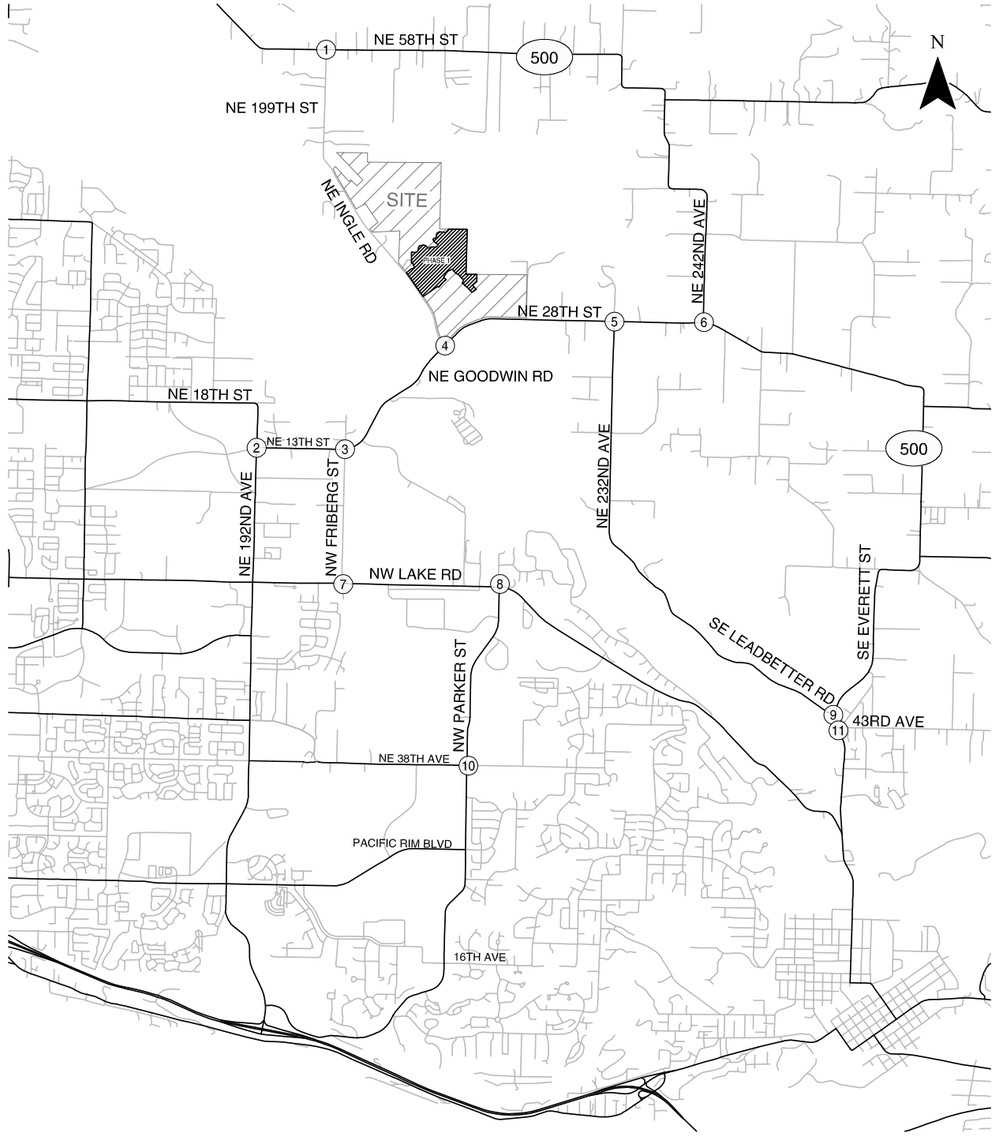

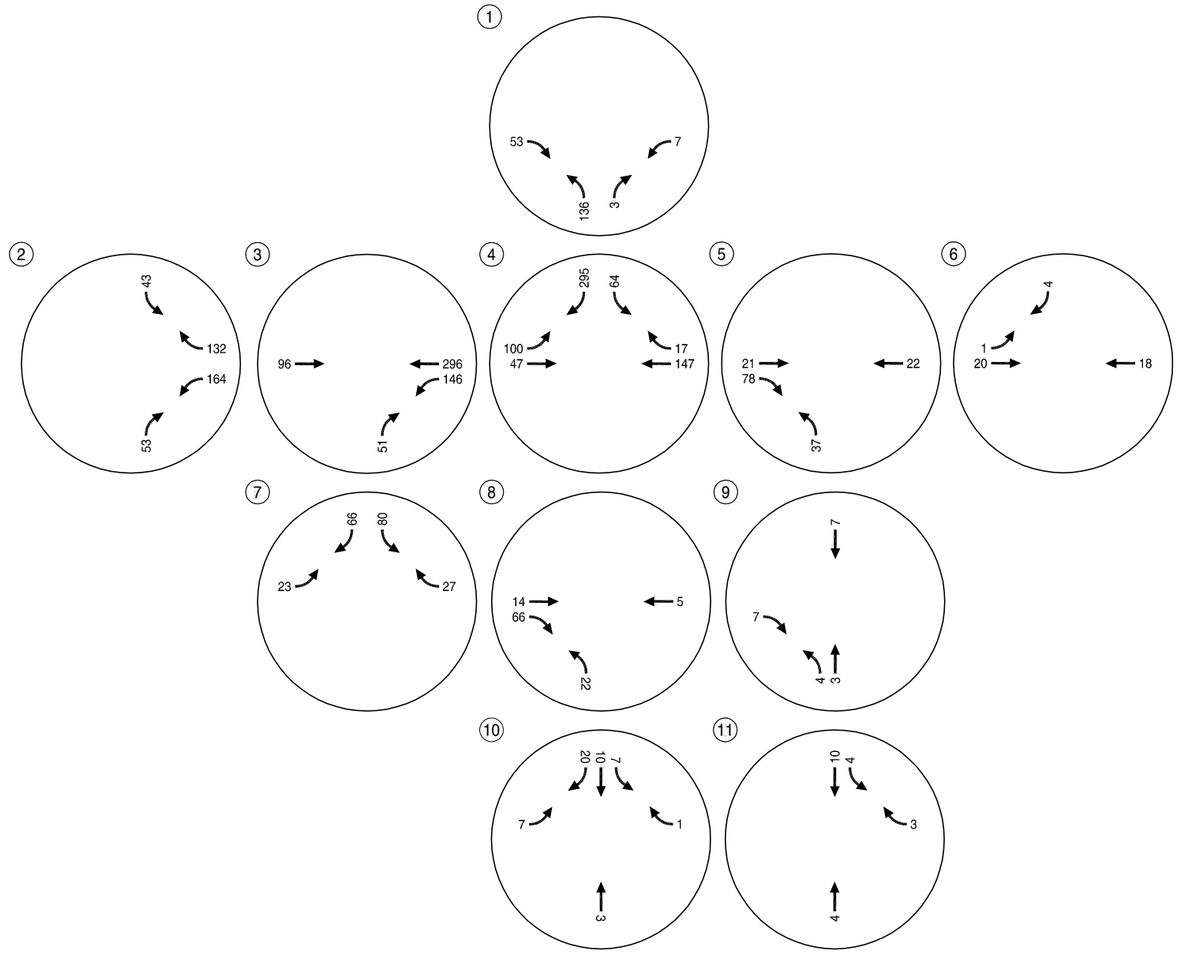

Total Estimated Trip Assignment - Full Build-Out
Weekday AM Peak Hour
Camas, Washington

Figure
9

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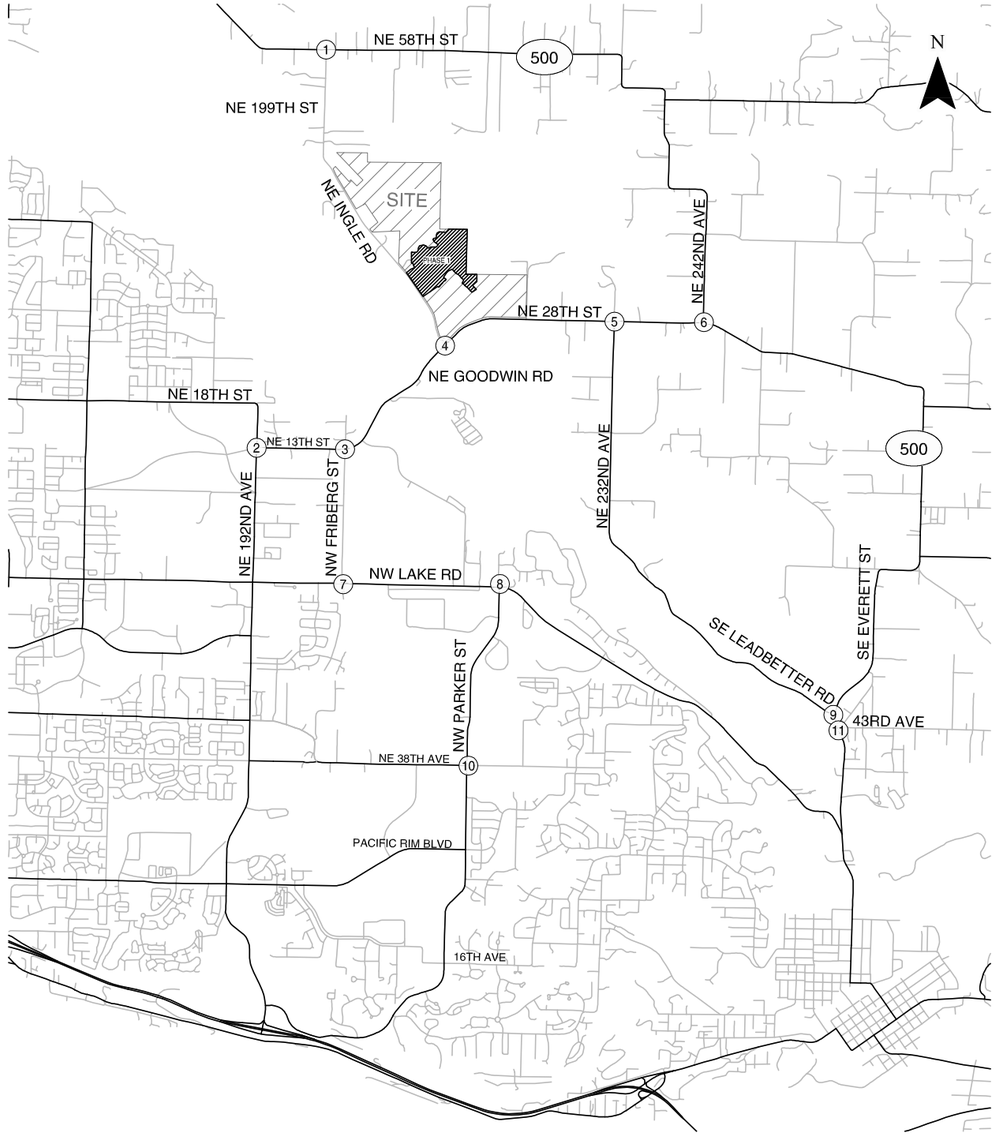

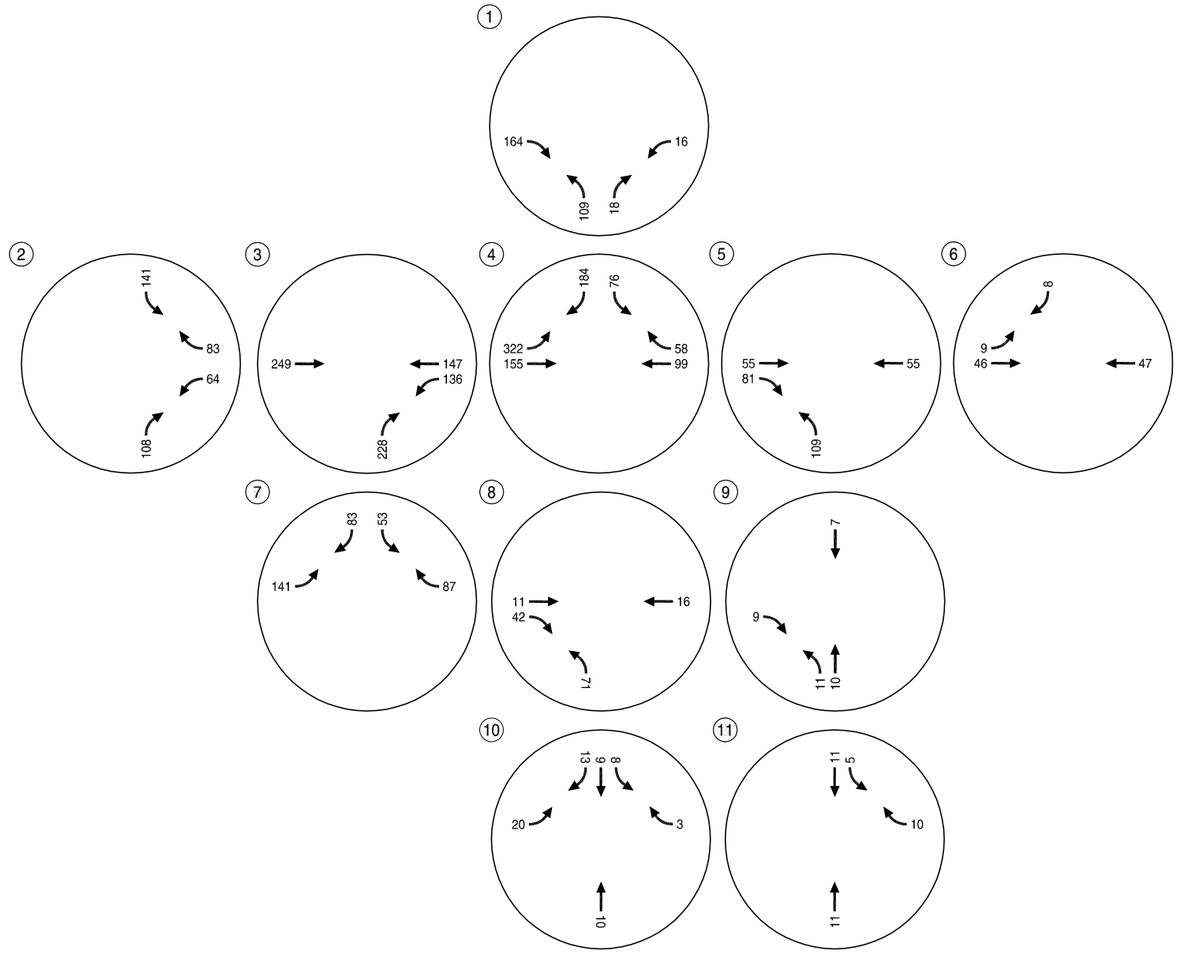

Total Estimated Trip Assignment - Full Build-Out
Weekday PM Peak Hour
Camas, Washington

Figure
10

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Exhibit 20 SUB25-1007

2018 Background Traffic Conditions

The 2018 background traffic analysis projects how the study area's transportation system will operate during the year that Phase 1 of the proposed development is expected to be completed. This analysis includes traffic growth due to previously approved in-process developments within the study area, but does not include traffic from any of the proposed Green Master Plan development phases. Per agency direction, no growth was applied to City of Camas roadways and a 2% growth rate was applied to City of Vancouver roadways (Reference 8).

Planned Developments and Transportation Improvements

City of Camas staff identified 13 local development projects that are approved but not yet occupied. These in-process developments include:

- Lake Hills
- Two Creeks
- The Summit at Columbia Vista
- Parker Village
- The Hills at Round Lake
- North Hills Subdivision
- Brady Road Subdivision
- Deerhaven Subdivision
- Hadley's Glen
- Millshore Downs
- Fisher Creek Campus
- Lacamas Prairie
- 192nd Plaza West

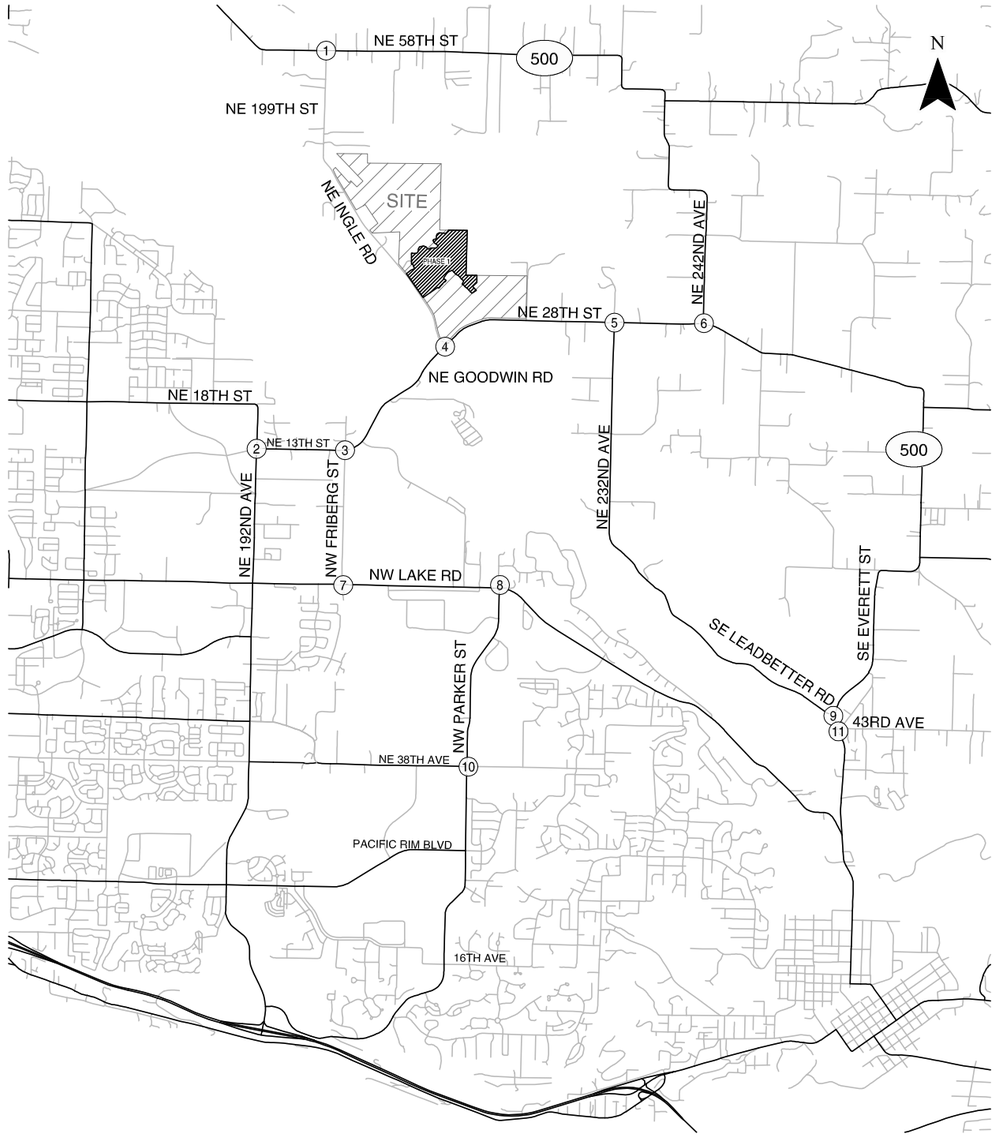
Appendix "F" contains the data received pertaining to the in-process trips.

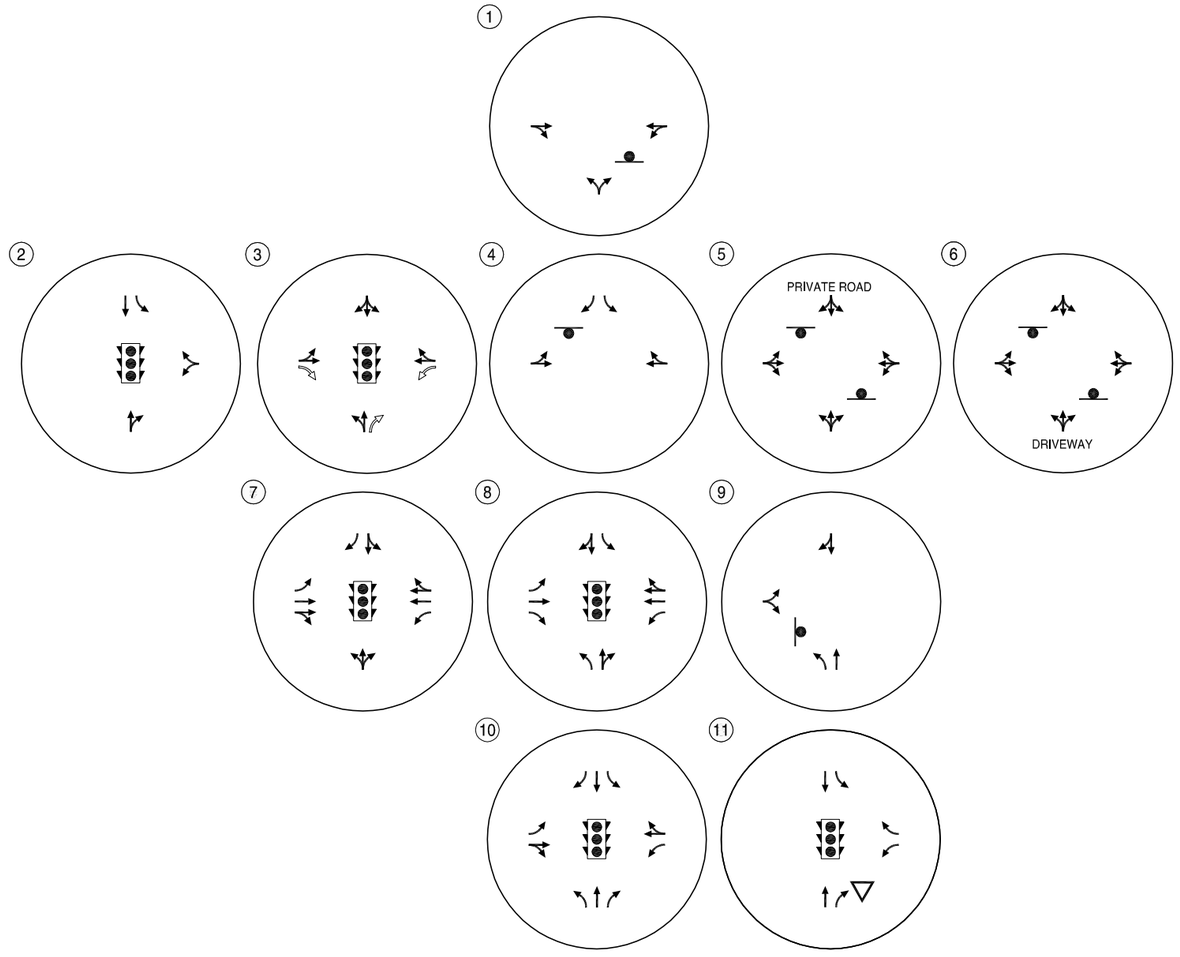
Planned and funded transportation improvements within the study area include the widening of NW Friberg Street (between Lake Road and NE 13th Street) and the addition of a westbound left-turn lane, northbound right-turn lane, and eastbound right-turn lane at the NW Friberg Street/NE Goodwin Road intersection. Figure 11 shows the lane configuration and traffic control devices assumed in the 2018 analysis.

Traffic Operations

Figures 12 and 13 summarize the year 2018 background traffic operations analysis results at the study intersections for the weekday a.m. and weekday p.m. peak-hours, respectively. The projected turning movement counts are rounded to the nearest five vehicles per hour. As shown, the study intersections operate acceptably during the weekday a.m. and weekday p.m. peak periods in the 2018 background conditions.

Appendix "G" contains the 2018 background conditions traffic operations worksheets.





- STOP SIGN
- TRAFFIC SIGNAL
- YIELD SIGN
- PLANNED IMPROVEMENT

Year 2018 Lane Configurations and Traffic Control Devices
Camas, Washington

Figure 11

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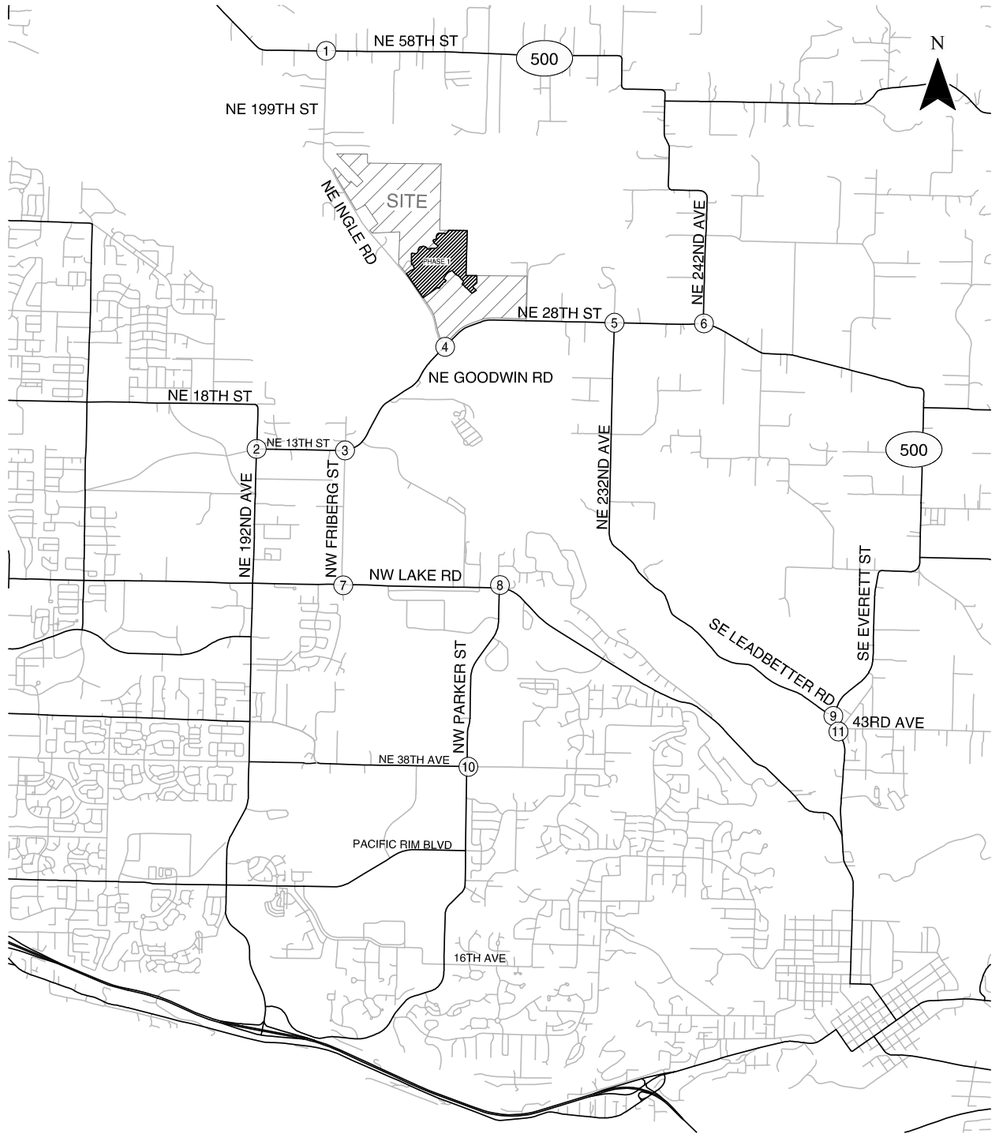
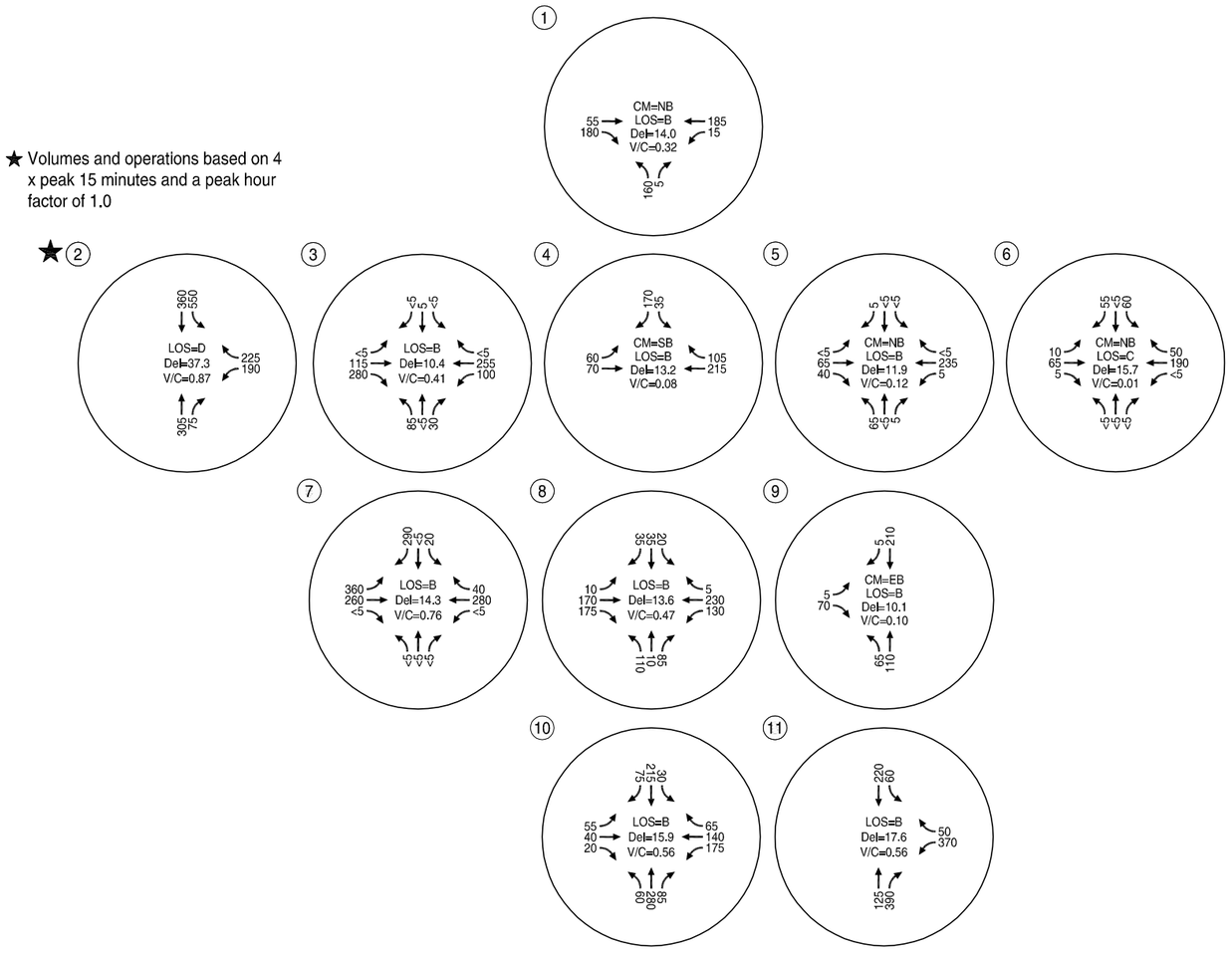


★ Volumes and operations based on 4 x peak 15 minutes and a peak hour factor of 1.0



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TWSC = TWO-WAY STOP CONTROL

2018 Background Conditions
Weekday AM Peak Hour
Camas, Washington

Figure
12

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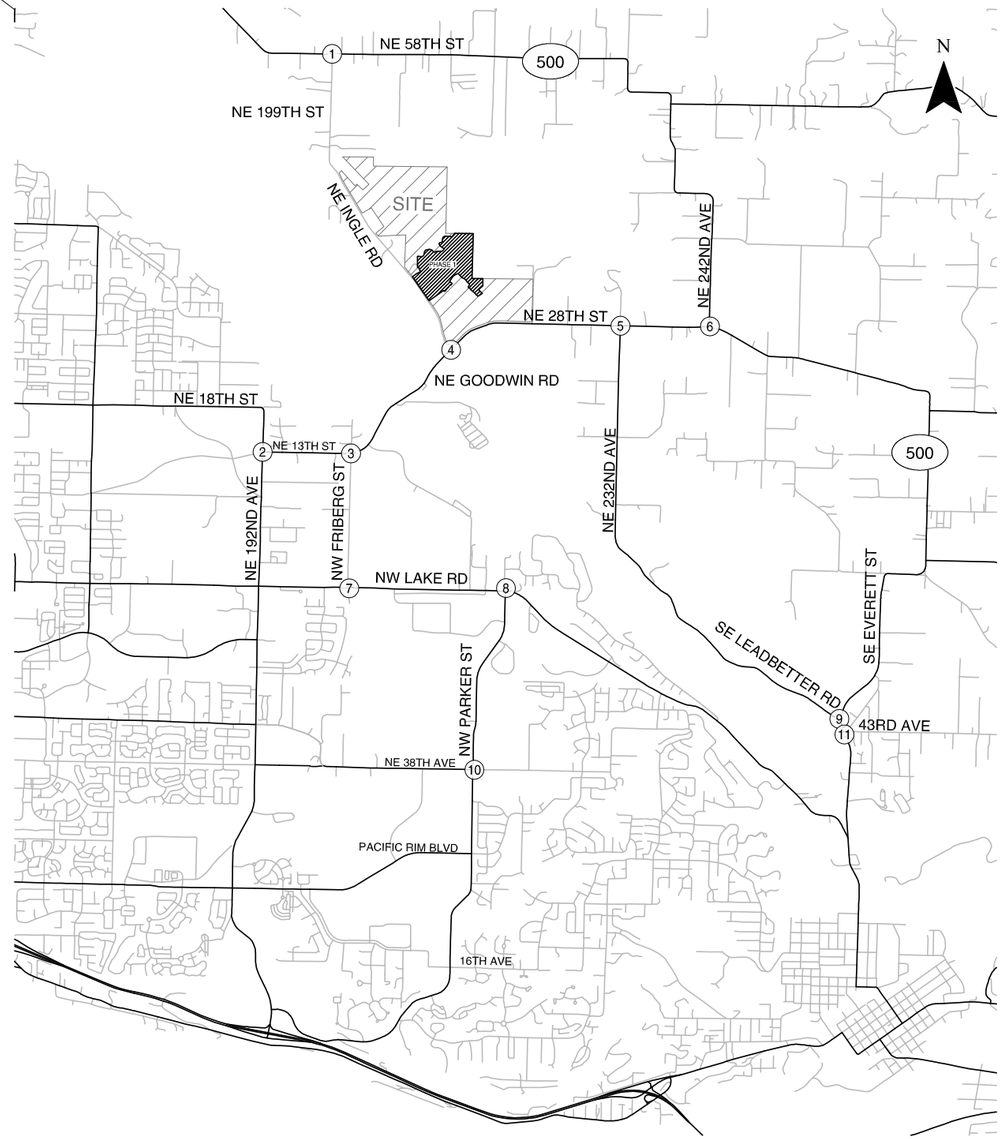

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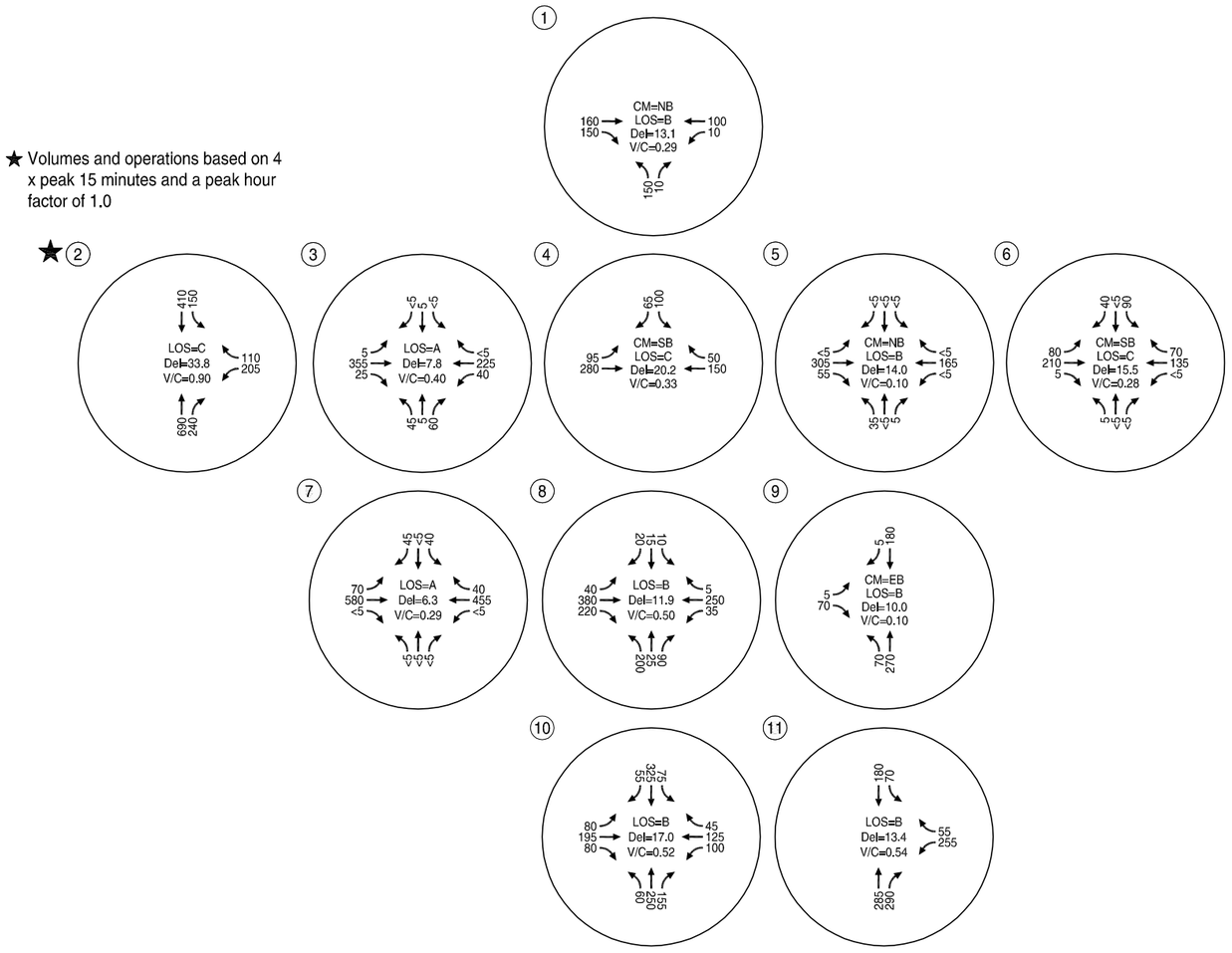

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TWSC = TWO-WAY STOP CONTROL

2018 Background Conditions Weekday PM Peak Hour Camas, Washington

Figure 13

2018 Total Traffic Conditions

The year 2018 total traffic analysis forecasts how the study area's transportation system will operate with the addition of traffic from Phase 1 of the proposed development. Phase 1 site-generated trips were added to the 2018 background traffic volumes at the study intersections to arrive at the total traffic volumes.

All lane configurations are consistent with background conditions with the exception of the intersection of NE Ingle Road/NE Goodwin Road. The developer proposes to construct an exclusive eastbound left-turn lane on NE Goodwin Road at NE Ingle Road in conjunction with the Phase 1 site development. Consequently, provision of the turn lane was assumed for the total traffic analysis.

Traffic Operations

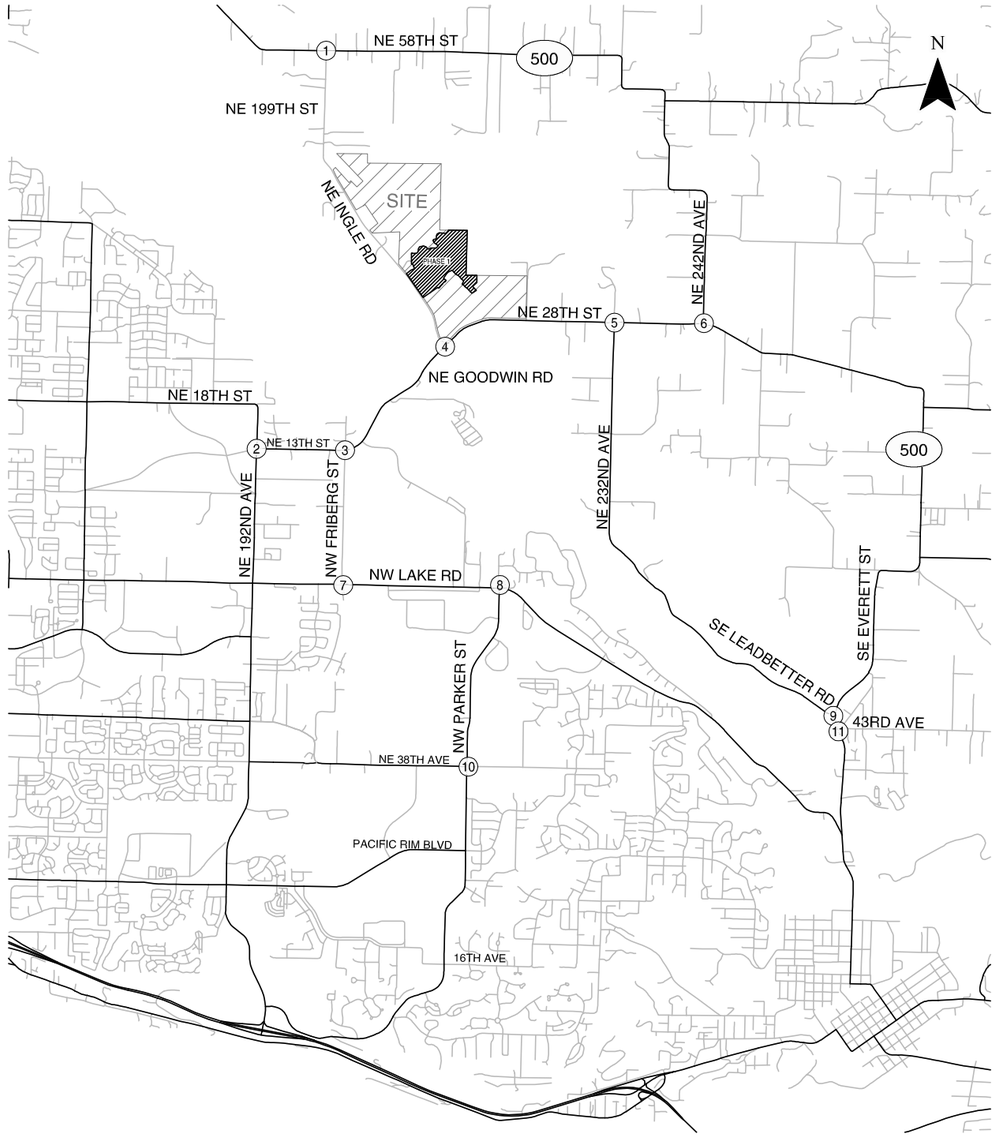
Figures 14 and 15 summarize the year 2018 total traffic operations analysis results at the study intersections for the weekday a.m. and weekday p.m. peak-hours, respectively. The projected turning movement counts are rounded to the nearest five vehicles per hour. As shown, all but one of the study intersections are forecast to operate acceptably during the weekday a.m. and p.m. peak periods under 2018 total traffic conditions. The southbound movement at the intersection of NE Ingle Road/NE Goodwin Road is anticipated to operate at a LOS E during the weekday p.m. peak hour. Operations at this intersection could be mitigated with the addition of an eastbound right-turn lane. Based on a sensitivity analysis, this mitigation is triggered by the 203rd unit to be constructed. Up until this point, the southbound left-turn lane is forecast to operate at a LOS D. Table 6 provides the operations at NE Ingle Road/NE Goodwin Road during the weekday PM peak hour supporting the sensitivity analysis.

Table 6: NE Ingle Road/NE Goodwin Road Operations Assessment – weekday PM peak hour

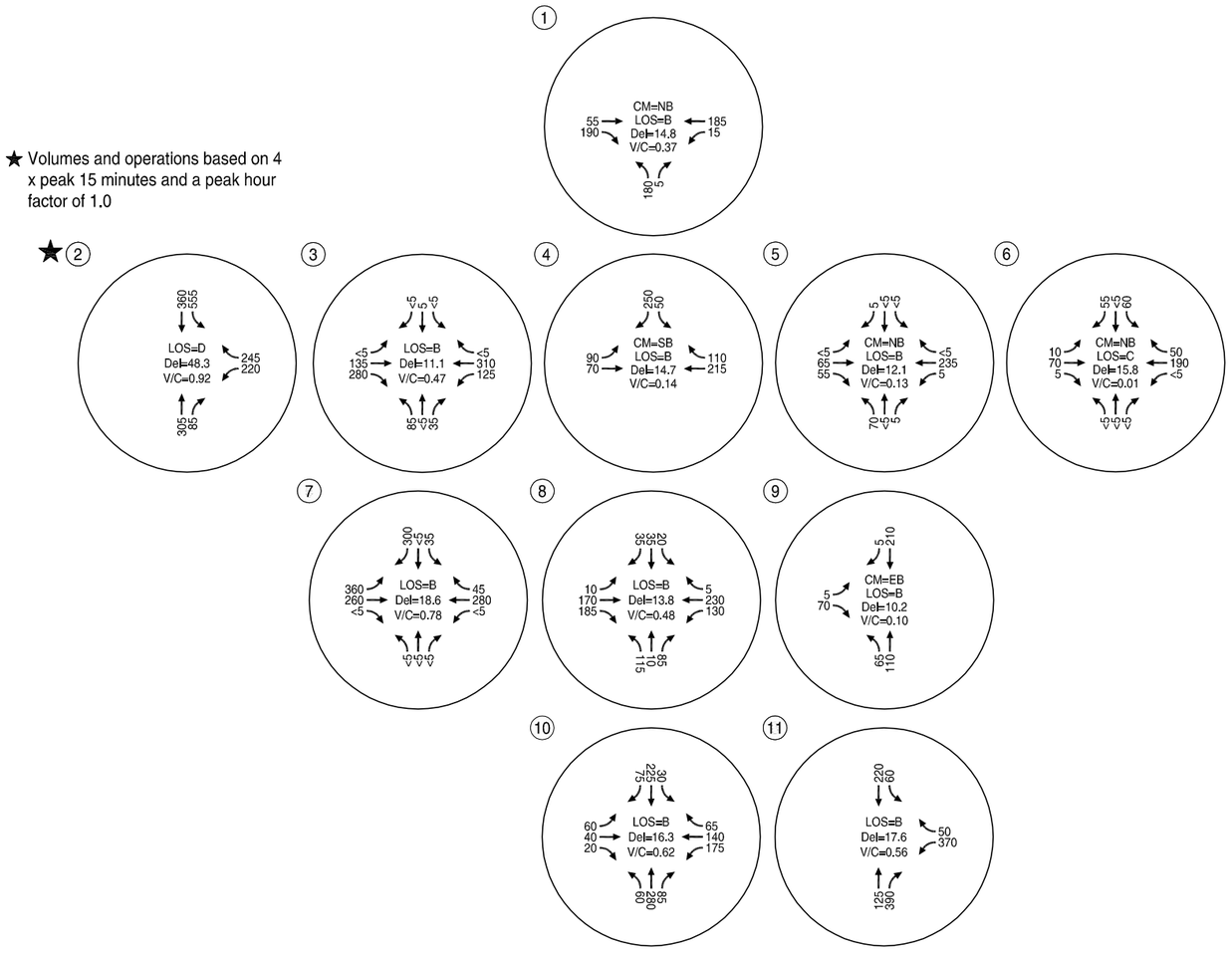
Scenario	Critical Movement	LOS	v/c ratio
2018 Background Conditions	SBL	C	0.33
2018 Background + 200 Homes	SBL	D	0.52
2018 Background + 203 homes	SBL	E	0.53
2018 Total Traffic (215 homes)	SBL	E	0.53
2018 Total Traffic (2015 homes) – mitigated[1]	SBL	D	0.51

Notes: LOS = Level of Service; v/c ratio = volume-to-capacity ratio
[1]Mitigation includes provision of westbound right-turn lane

Appendix "H" contains the 2018 total traffic conditions traffic operations worksheets. Appendix "I" contains the traffic operations worksheets supporting the sensitivity analysis at NE Ingle Road/NE Goodwin Road.



★ Volumes and operations based on 4 x peak 15 minutes and a peak hour factor of 1.0



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V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
TWSC = TWO-WAY STOP CONTROL

2018 Total Traffic Conditions (Phase 1)
Weekday AM Peak Hour
Camas, Washington

Figure
14

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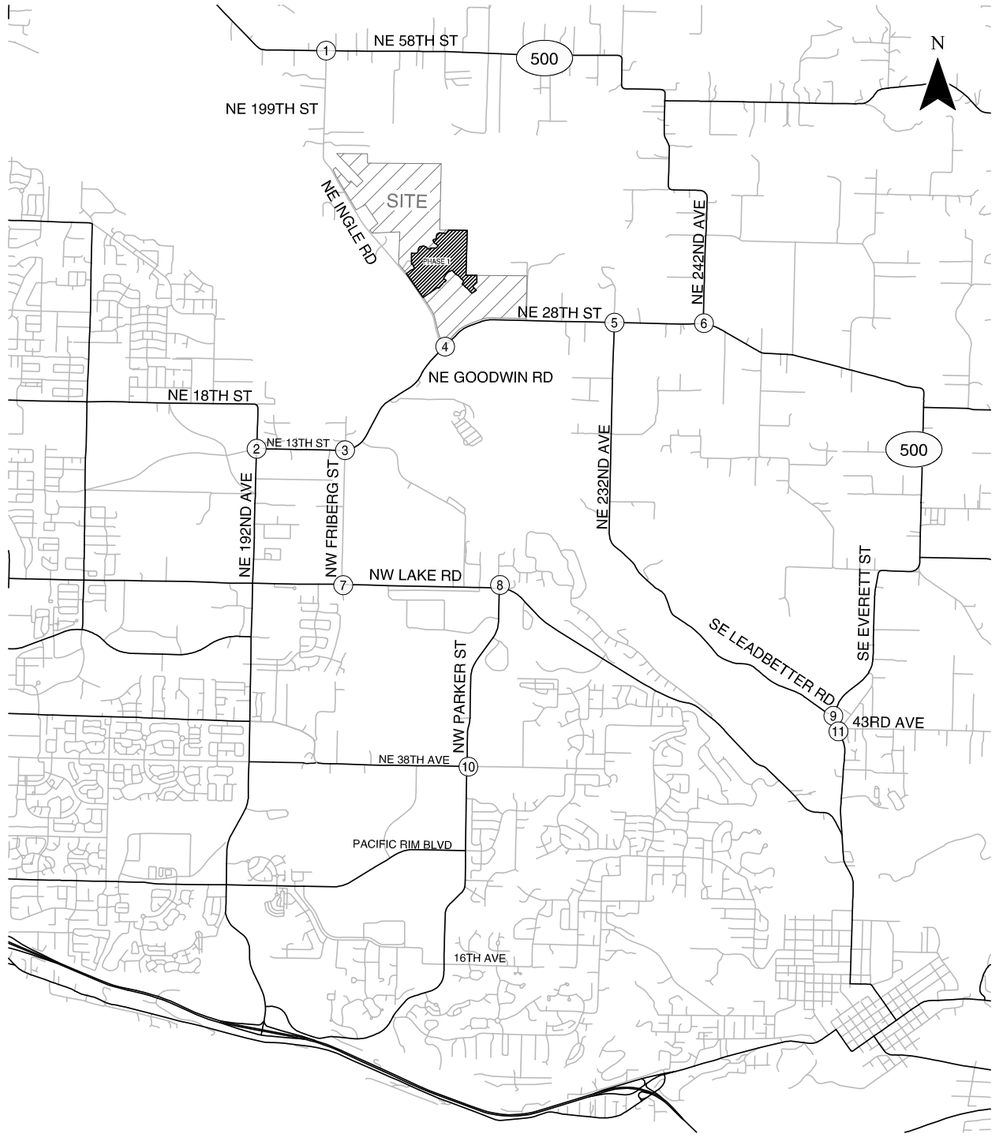

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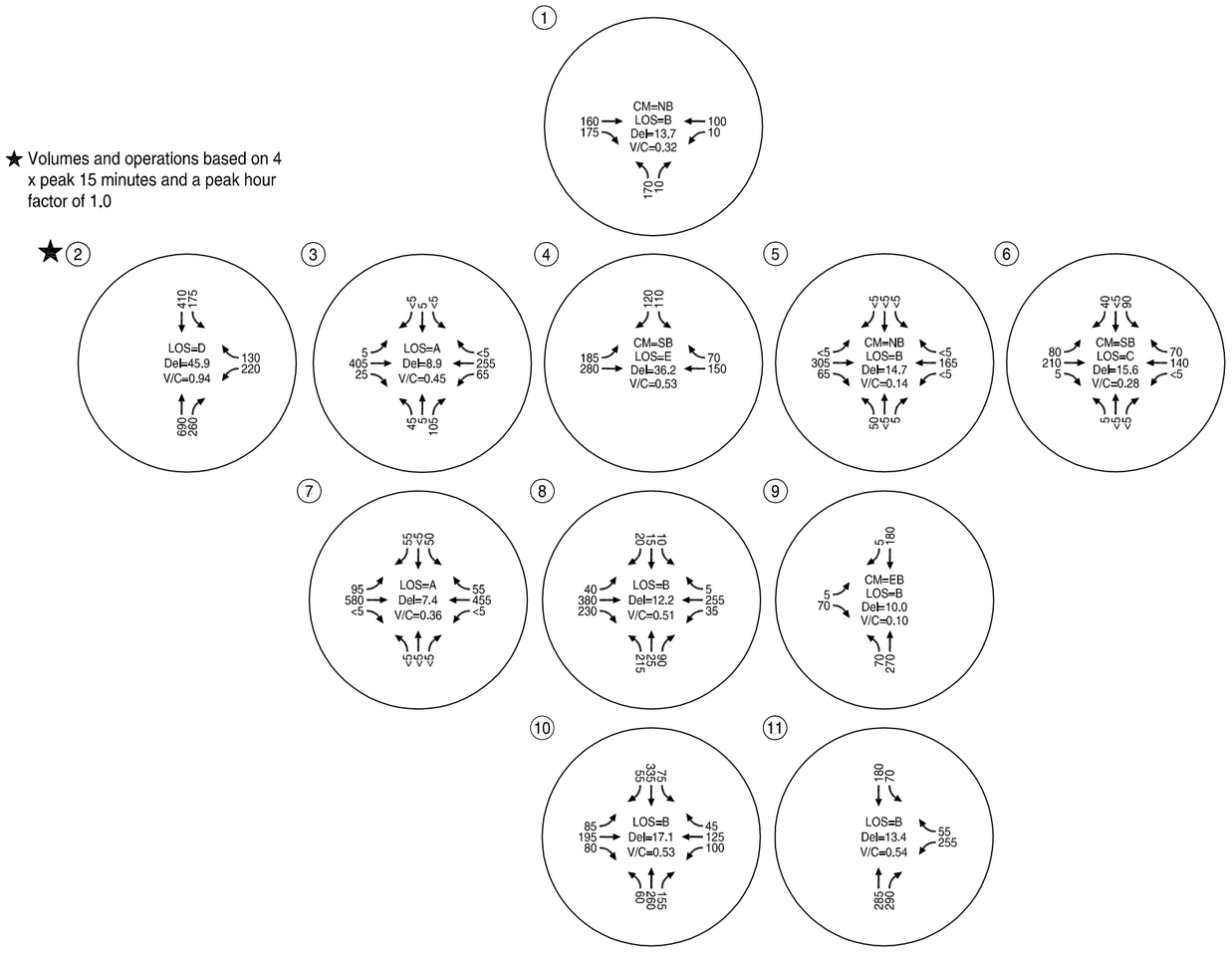

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TWSC = TWO-WAY STOP CONTROL

2018 Total Traffic Conditions (Phase 1)
Weekday PM Peak Hour
Camas, Washington

Figure
15

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Exhibit 20 SUB25-1007

2029 Background Traffic Conditions

The 2029 background traffic analysis identifies how the study area's transportation system will operate with regional growth, including completion of Phase 1 development. No further funded transportation improvement projects were identified at the study intersections that would be in place prior to the year 2029. In addition to the previously described in-process development, a one percent annual growth rate was applied to the 2018 background traffic volumes on City of Camas roadways to account for regional growth in the area per staff direction. Continued use of a two percent annual growth rate was assumed to the City of Vancouver roadways (NE 192nd Avenue).

The same lane configurations used in the 2018 analysis were assumed, with the exception of the configuration at NE Ingle Road/NE Goodwin Road. As previously noted, the developer proposes to construct an exclusive eastbound left-turn lane at the intersection in conjunction with the Phase 1 site development so this turn lane was assumed for the 2029 analysis. Signal timings were optimized with the assumption that signals in the area will be re-timed in the next fifteen years. In addition, some peak hour factors (PHF) were increased to account for future traffic changes, including:

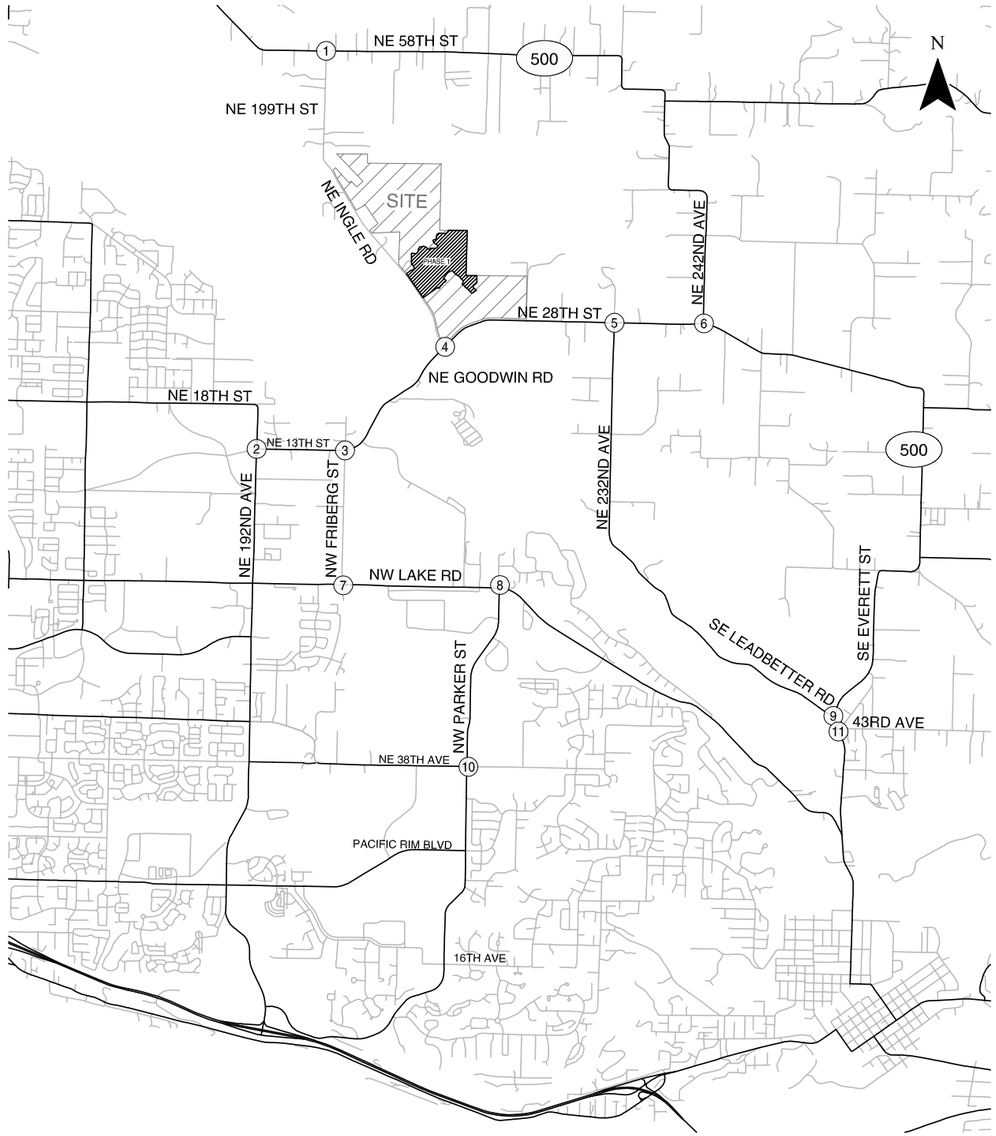
- PHF increased to 0.80 in the a.m. peak hour at NW Friberg Street/NE Goodwin Road and NE 242nd Avenue/NE 28th Street
- PHF increased to 0.75 in the a.m. peak hour at NW Friberg Street/NW Lake Road; NW Parker Street/NW Lake Road; and NW Parker Street/NE 38th Avenue

Traffic Operations

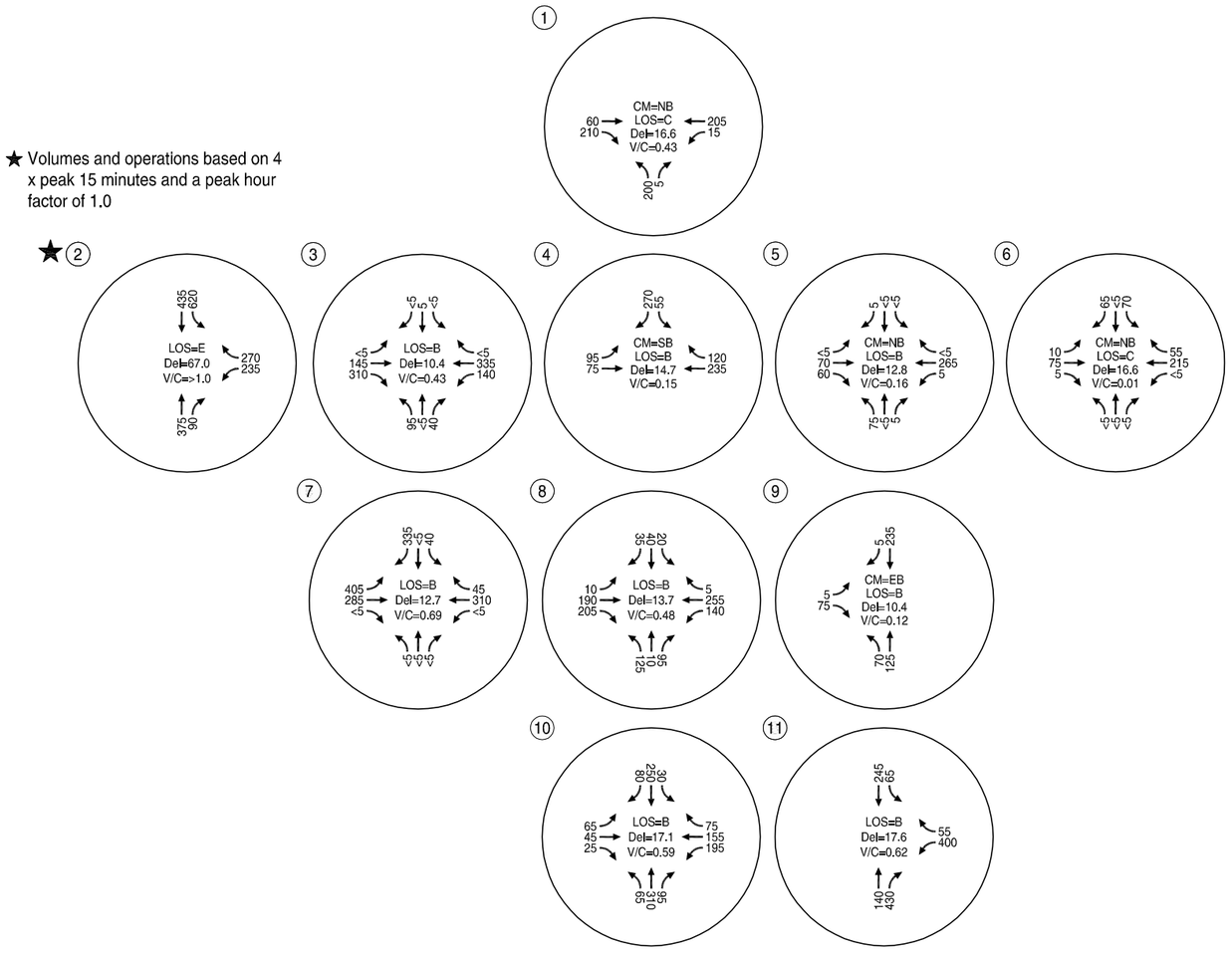
Figures 16 and 17 summarize the year 2029 background traffic operations analysis results at the study intersections for the weekday a.m. and weekday p.m. peak-hours, respectively. As illustrated in the figures, all but two of the study intersections are forecast to operate acceptably:

- The intersection of NE 192nd Avenue/NE 13th Street is projected to operate at a LOS E and over-capacity during the weekday a.m. peak hour and LOS F and over-capacity during the p.m. peak hour.
- The southbound approach to the intersection of NE Ingle Road/NE Goodwin Road is projected to operate at a LOS E during the weekday p.m. peak hour (with provision of the westbound right-turn lane recommended in conjunction with Phase 1 site development).

Appendix "J" contains the 2029 background conditions traffic operations worksheets.



★ Volumes and operations based on 4 x peak 15 minutes and a peak hour factor of 1.0



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TWSC = TWO-WAY STOP CONTROL

2029 Background Conditions Weekday AM Peak Hour Camas, Washington

Figure 16

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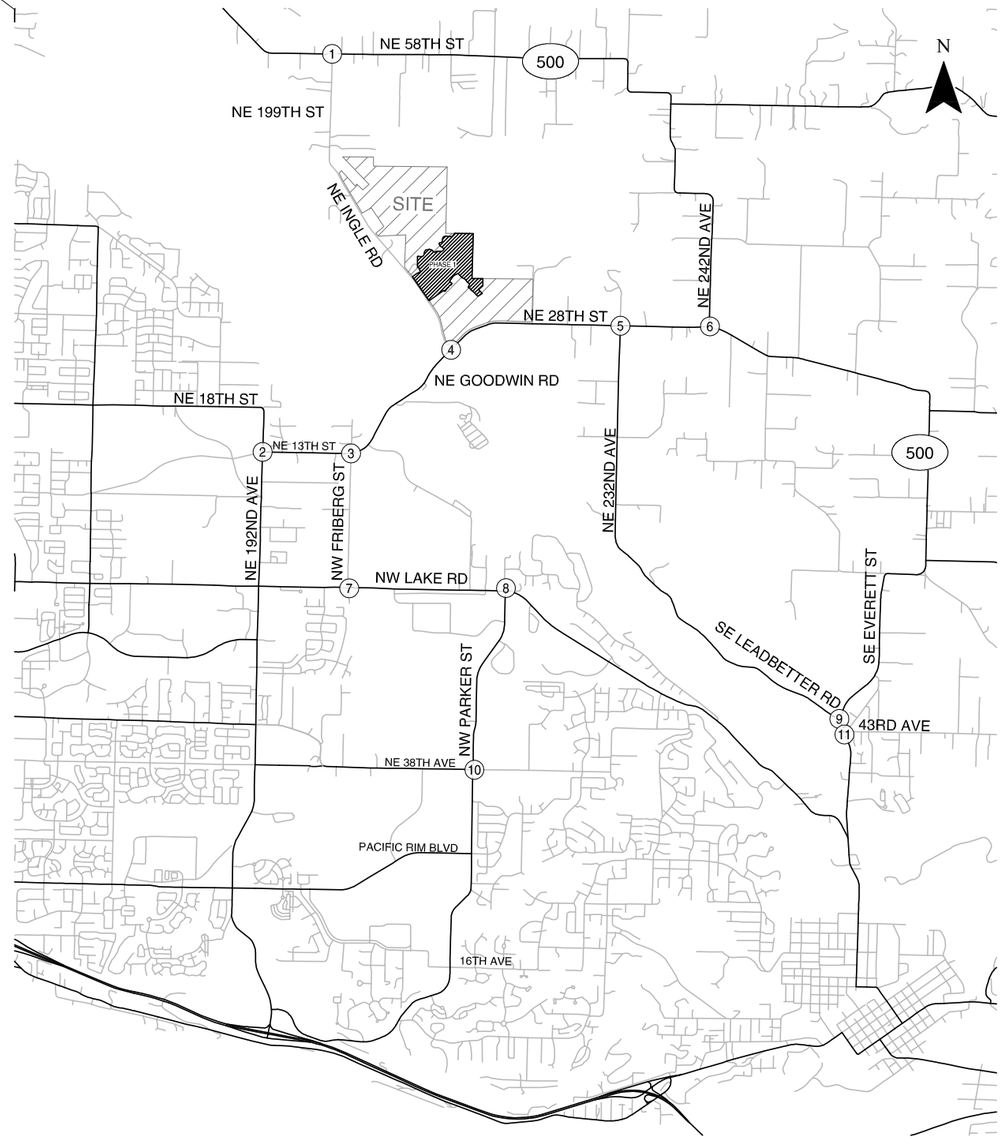

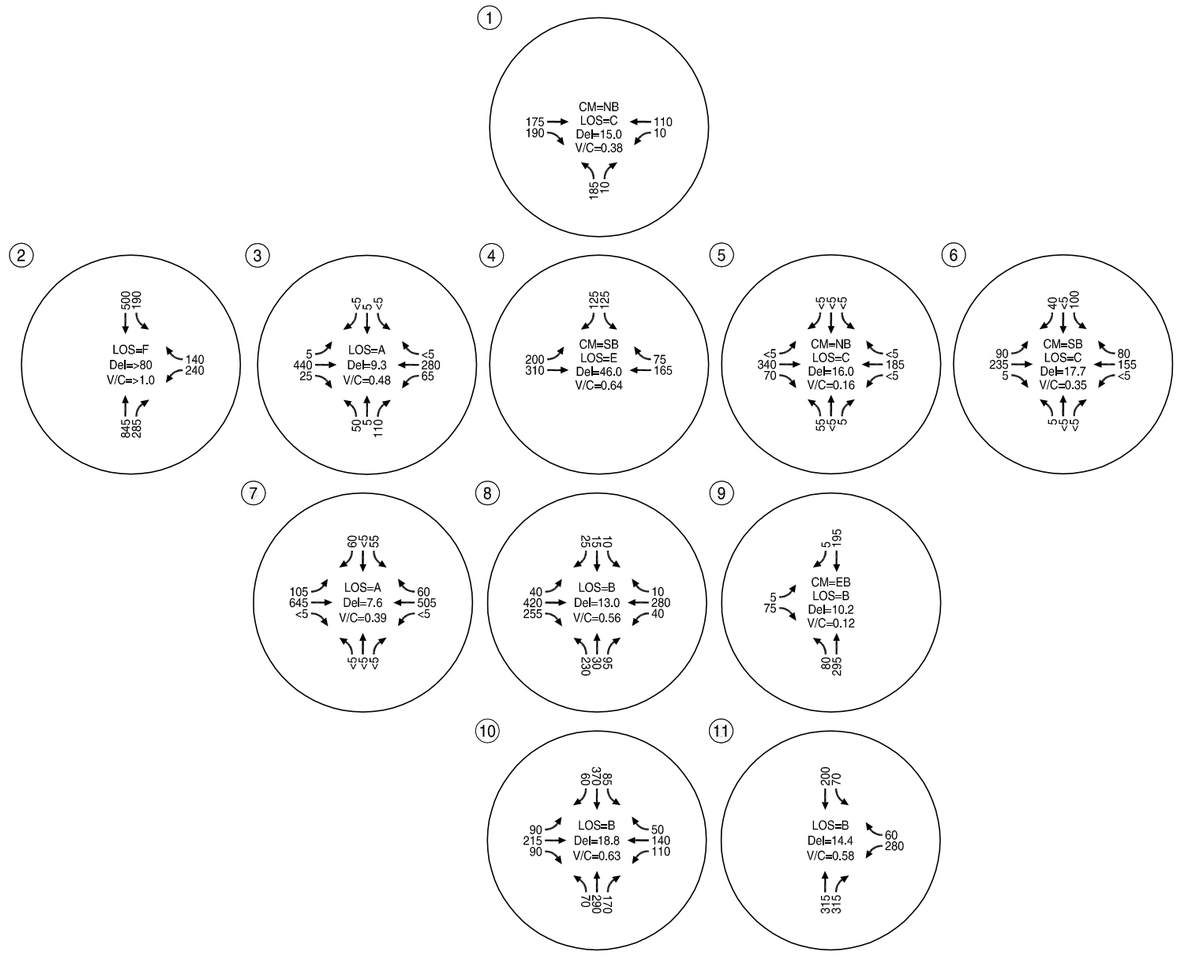

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TWSC = TWO-WAY STOP CONTROL

2029 Background Conditions Weekday PM Peak Hour Camas, Washington

Figure 17

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Exhibit 20 SUB25-1007

2029 Total Traffic Conditions

The year 2029 total traffic analysis forecasts how the study area's transportation system will operate with full build-out of the proposed master plan development. The year 2029 background traffic volumes were added to the full build-out site-generated traffic to arrive at the total traffic volumes.

Traffic Operations

Figures 18 and 19 summarize the year 2029 total traffic operations analysis results at the study intersections for the weekday a.m. and weekday p.m. peak-hours, respectively. The projected turning movement counts are rounded to the nearest five vehicles per hour. As shown, the following study intersections do not meet standards during either the weekday a.m. or p.m. peak periods:

- NE 199th Avenue/NE 58th Street (SR 500) (weekday a.m. and p.m. peak hours)
- NE 192nd Avenue/NE 13th Street (weekday a.m. and p.m. peak hours, previously was failing during background a.m. and p.m. peak hours)
- NE Ingle Road/NE Goodwin Road (weekday a.m. and p.m. peak hours, previously was failing during background p.m. peak hour)

Potential mitigation measures for these intersections are discussed later in the report.

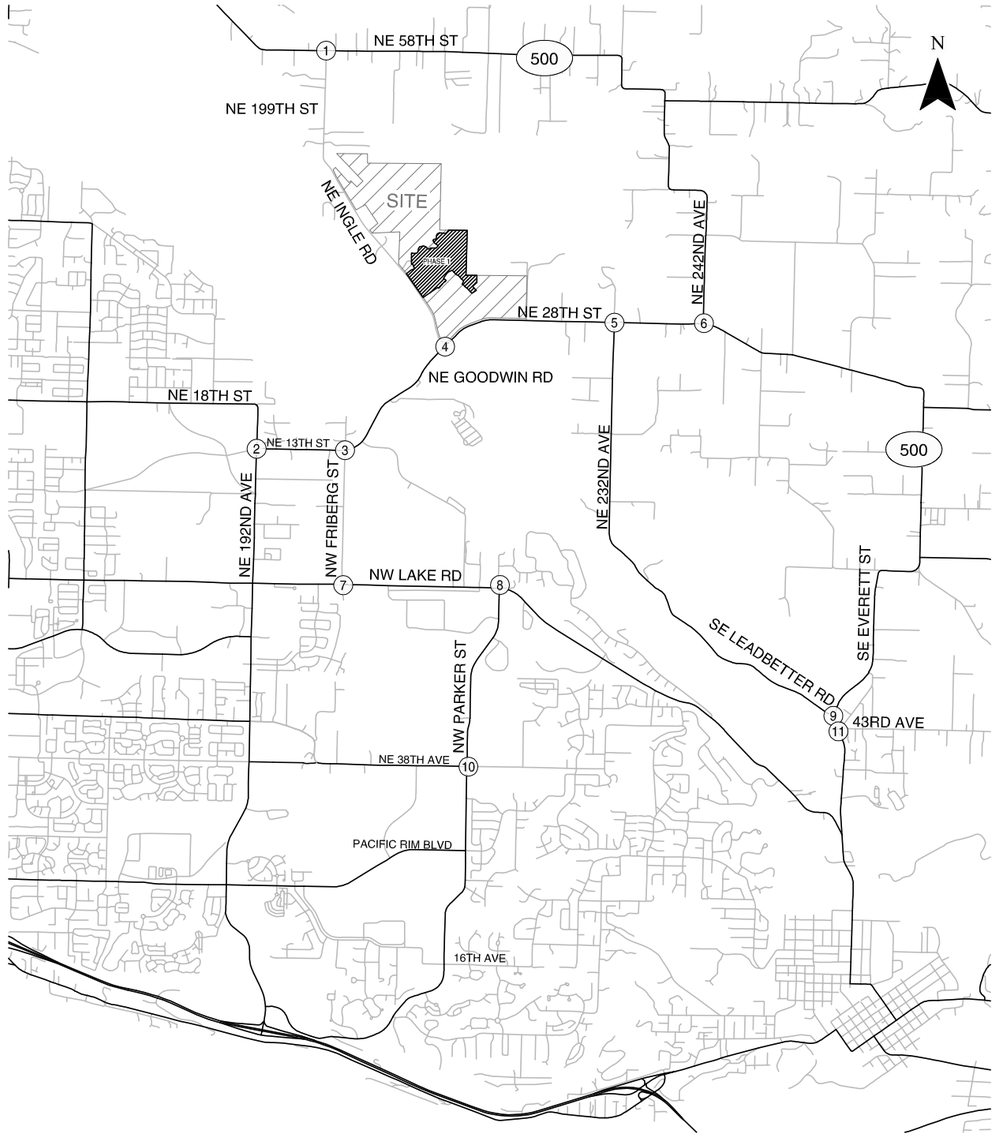
Appendix "K" contains the 2029 total traffic conditions traffic operations worksheets.

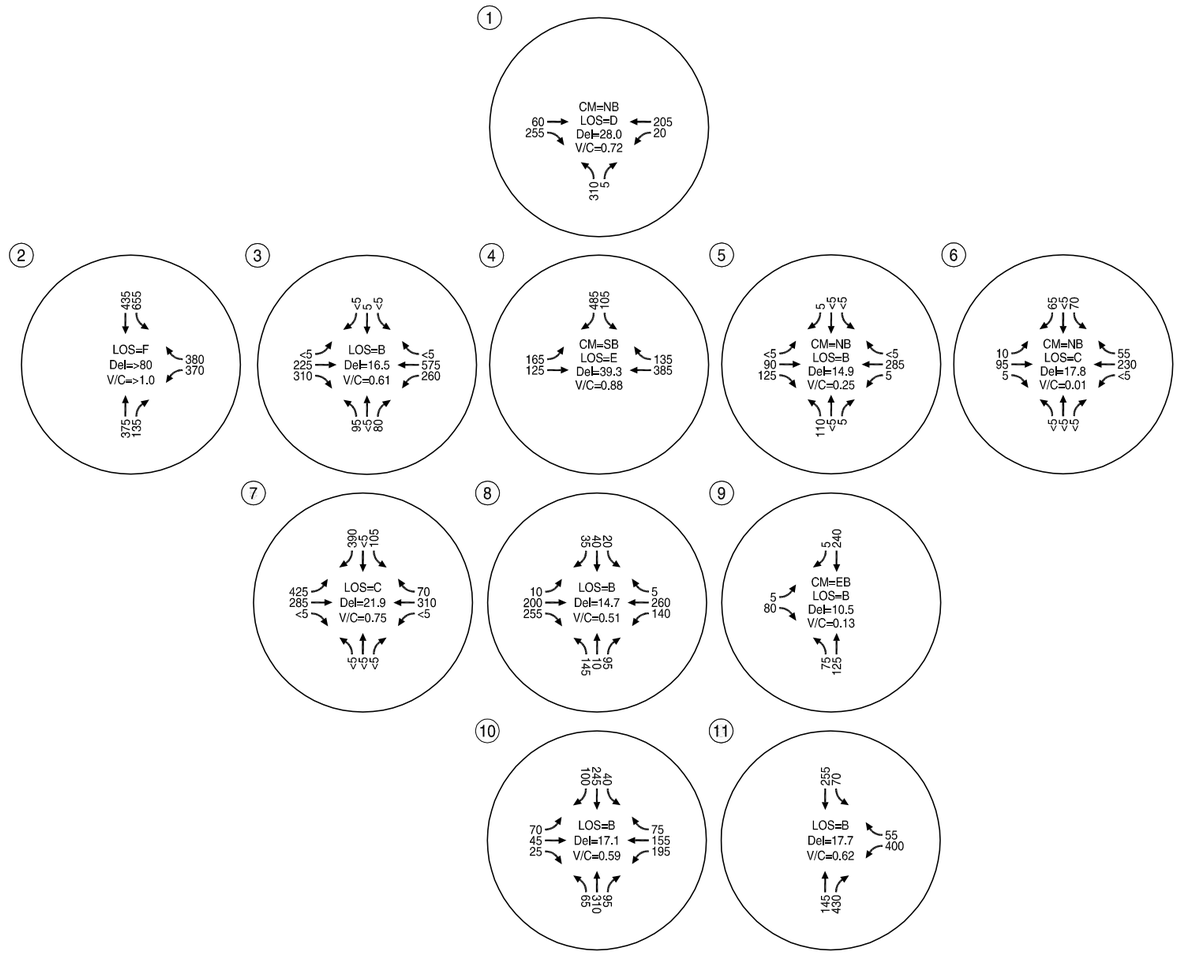
Turn-Lane Considerations

As referenced under the "Analysis Methodology," roadways under Washington State jurisdiction are subject to the turn lane guidelines contained in the *WSDOT Design Manual* (Reference 3). The potential need for turn-lanes at each study intersection was reviewed for the analysis scenarios. Intersections that meet turn-lane guidelines are further discussed below.

NE 199th Avenue/NE 58th Street (SR 500)

Traffic volumes at the intersection of NE 199th Avenue/NE 58th Street (SR 500) meet WSDOT's guidelines for an eastbound right-turn lane on NE 58th Street under existing conditions and all future scenarios during both the weekday a.m. and p.m. peak hour. Construction of a right-turn lane could require right-of-way acquisition and will likely impact one or more private driveways along NE 58th Street (depending on the length of the deceleration lane constructed).





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2029 Total Traffic Conditions (Build Out)
Weekday AM Peak Hour
Camas, Washington

Figure
18

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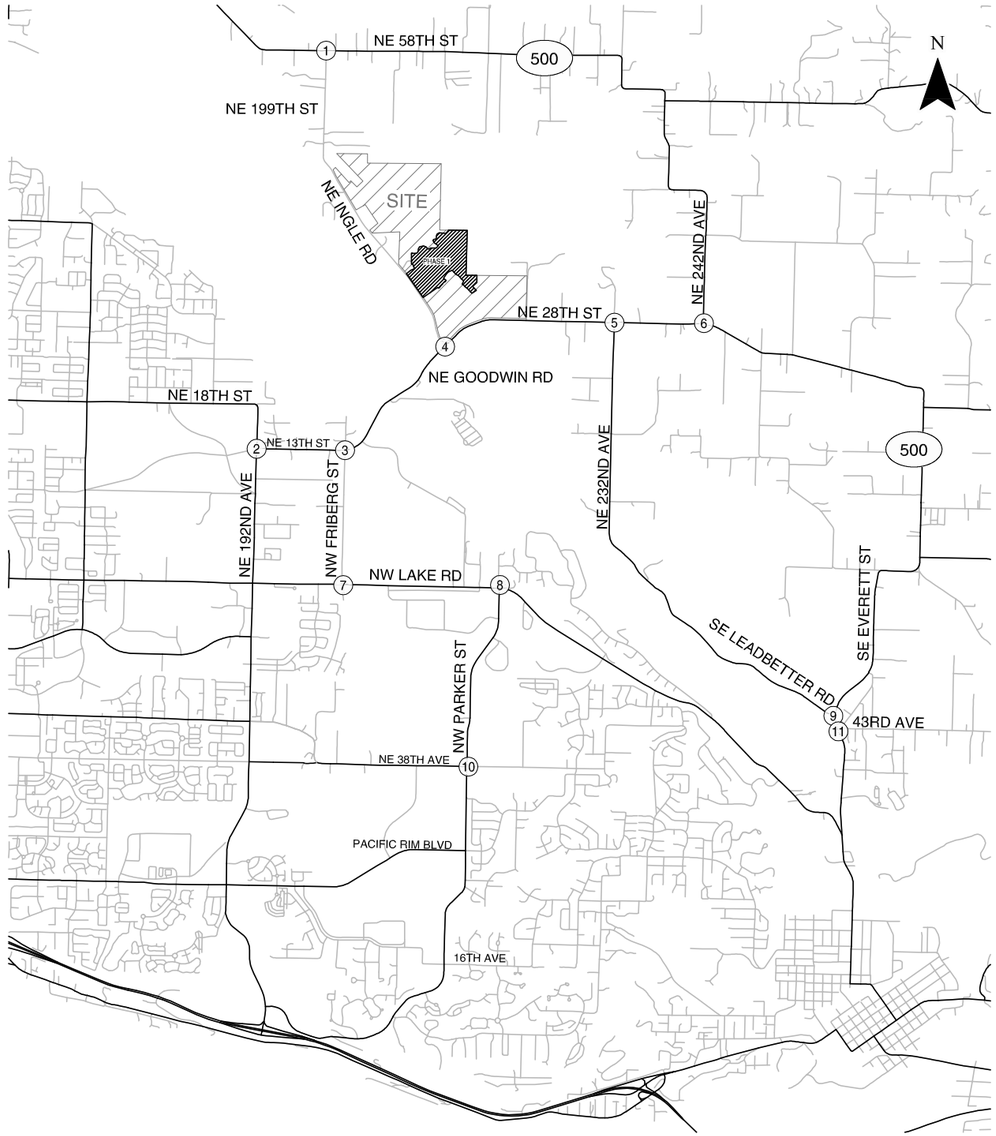

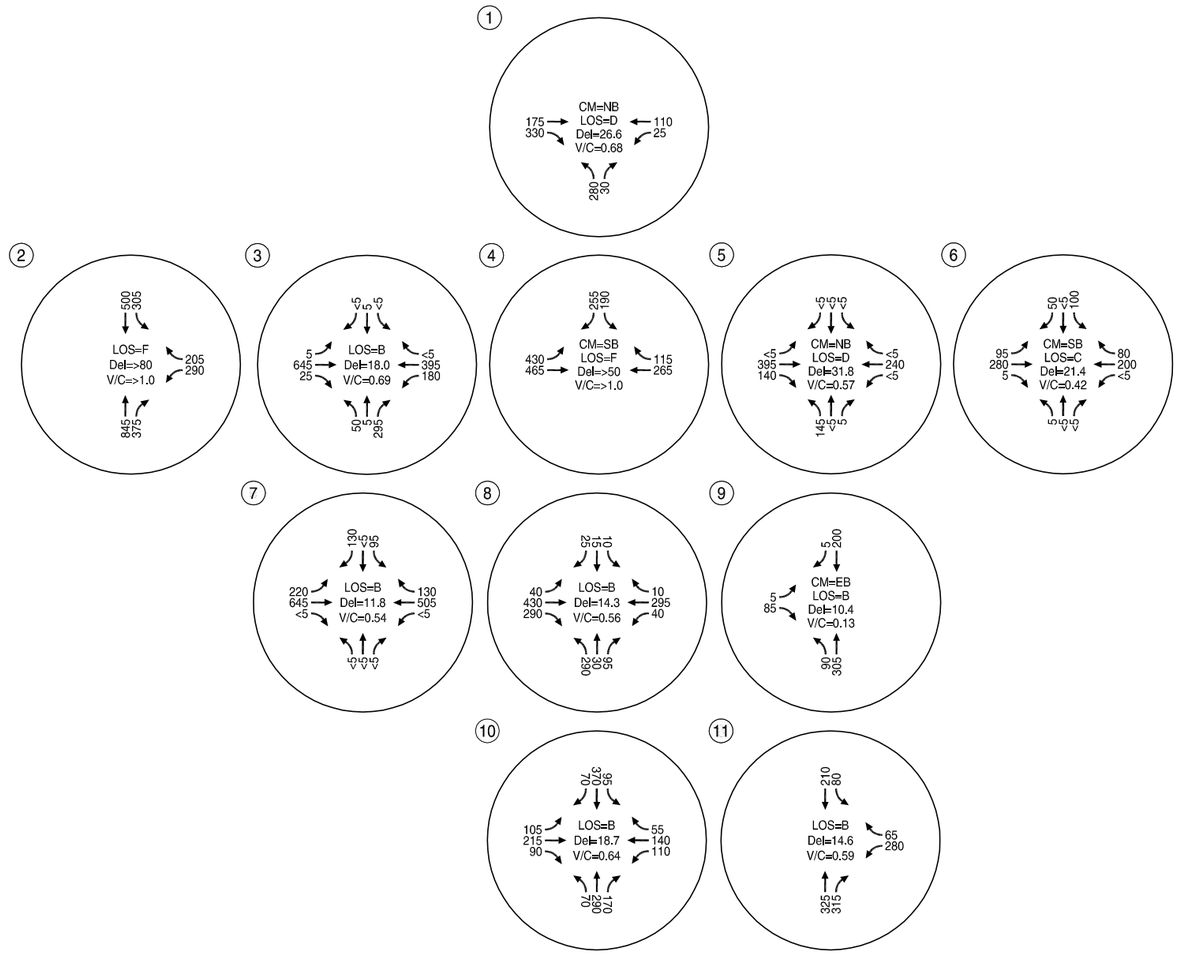

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2029 Total Traffic Conditions (Build Out)
Weekday PM Peak Hour
Camas, Washington

Figure
19

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Exhibit 20 SUB25-1007

The table below assesses volumes at the intersection for various horizon year scenarios and the impact of the proposed development.

Table 7: NE 199th Avenue/NE 58th Street (SR 500) Eastbound Right-Turn Lane Assessment

Scenario	Eastbound Right-Turn (EBRT) Volume	Meets Guideline?	Development-Added EBRT Trips	Impact of Development
2014 Existing Traffic – AM Peak	180	Yes	-	-
2014 Existing Traffic – PM Peak	145	Yes	-	-
2018 Background Traffic – AM Peak	180	Yes	8 (Phase 1)	4%
2018 Background Traffic – PM Peak	150	Yes	27 (Phase 1)	18%
2029 Background Traffic – AM Peak	210	Yes	45 (Build-out)	21%
2029 Background Traffic – PM Peak	190	Yes	138 (Build-out)	73%

The recorded crash history at the intersection was reviewed to identify potential safety issues that an eastbound right-turn lane might address. No crashes were reported involving vehicles making an eastbound right-turn. Given the lack of crash history and the relatively small impact of Phase 1, no improvements are recommended in conjunction with Phase 1. Nonetheless, given the amount of site-generated traffic that will be added to the eastbound right-turn movement as future phases of the master plan build-out, if right turn crashes materially increased, it is possible that a nexus could be established between requiring construction of an eastbound right-turn lane and traffic volume increases attributable to master plan trip development. Accordingly, we recommend that future site plan applications prepared subsequent to Phase 1 provide an updated assessment as to the potential need for providing a right-turn taper or lane at the intersection.

NE 242nd Avenue (SR 500)/NE 28th Street

Traffic volumes at the intersection of NE 242nd Avenue (SR 500)/NE 28th Street meet WSDOT's guidelines for a left-turn lane on the eastbound approach under existing conditions and all future scenarios during the weekday p.m. peak hour. The table below assesses volumes at the intersection for each horizon year scenario and the impact of the proposed development. *As shown in the table, the Phase 1 development does not add any trips to the eastbound left-turn lane*. The trips generated by build-out of the master plan development are from the retail component and total less than 10.

Exhibit 20 SUB25-1007

Table 8: NE 242nd Avenue (SR 500)/NE 28th Street Eastbound Left-Turn Lane Assessment

Scenario	Eastbound Left-Turn Volume	Meets Guidelines? (Recommended Storage)	Development-Added Trips	Impact of Development
2014 Existing Traffic – AM Peak	10	No	-	-
2014 Existing Traffic – PM Peak	80	Yes (100 feet)	-	-
2018 Background Traffic – AM Peak	10	No	0 (Phase 1)	0%
2018 Background Traffic – PM Peak	80	Yes (100 feet)	0 (Phase 1)	0%
2029 Background Traffic – AM Peak	10	No	2 (Build-out)	20%
2029 Background Traffic – PM Peak	90	Yes (100 feet)	9 (Build-out)	10%

The recorded crash history at the intersection was reviewed to identify potential safety issues that an eastbound left-turn lane might address. While two angle crashes were reported from vehicles making a southbound left-turn, no crashes were reported involving vehicles making an eastbound left-turn.

Based on our review of the information provided above, we find no basis for recommending improvements to the NE 242nd Avenue (SR 500)/NE 28th Street intersection in conjunction with Phase 1 site development. We base this conclusion on the proposed development adding no trips to the left-turn movement in question, the lack of crash history related to left-turns, and the general lack of a nexus given the small trip impact of the proposed Phase 1 development at this location.

Planned Future Intersection Improvements

The *2012 City of Camas Traffic Impact Fee Update Report* (Reference 2) identifies the future need to widen NE 28th Street to have a center left-turn lane from Ingle Road to NE 242nd Avenue. A related project would create a new NE 242nd Avenue extension south of NE 28th Street. Given the City's planned improvements, we recommend the City of Camas make a finding that the traffic impact fee payments made by the master plan for Phase 1 and future phases of the project mitigate development impacts at the intersection, and therefore require no additional mitigation.

Recommended Mitigations

As discussed above, all study intersections meet operating standards under existing and 2018 background and total traffic conditions for both the weekday a.m. and p.m. peak hours. Four intersections do not meet operating standards in 2029 under background and/or total traffic conditions; each is discussed below.

Exhibit 20 SUB25-1007

NE 199th Avenue/NE 58th Street (SR 500)

The minor street northbound left-turn at the intersection of NE 199th Avenue/NE 58th Street (SR 500) is projected to not meet current WSDOT standards in the 2029 total traffic conditions during the weekday a.m. and p.m. peak hours. The intersection is projected to operate at a volume-to-capacity (v/c) ratio of 0.72 and LOS D during the a.m. peak hour and v/c ratio of 0.70 and LOS D during the p.m. peak hour. It is therefore not within WSDOT's LOS requirement (LOS C) for non-HSS facilities in rural areas. The intersection is three-legged and stop-controlled on the northbound approach. The northbound left-turn is the critical movement at the intersection, with all other movements operating at a LOS A and well under capacity. During both the weekday a.m. and p.m. peak hours, the northbound left-turn is 3 seconds or less over the delay threshold between LOS C and LOS D. In the event that the area around the intersection urbanizes before build-out, the WSDOT performance standard will shift to LOS E and the intersection would operate within WSDOT standards.

As discussed in the *Turn-Lane Considerations* section above, the intersection currently meets warrants for an eastbound right-turn lane, which would improve operations for northbound left-turning vehicles to a LOS C during the 2029 total traffic conditions. As also discussed above, it is expected that a nexus might ultimately be established between requiring construction of an eastbound right-turn lane and traffic volume increases attributable to master plan trip development, based on LOS and delay at the intersection. Accordingly, we recommend that future site plan applications prepared subsequent to Phase 1 provide an updated assessment as to the potential need for providing a right-turn taper or lane at the intersection, considering both the need for a right-turn taper or lane and delay with the northbound left-turn.

Appendix "L" contains the traffic operations worksheets supporting the potential mitigations at NE 199th Avenue/NE 58th Street (SR 500).

NE 192nd Avenue/NE 13th Street

The intersection of NE 192nd Avenue/NE 13th Street is projected to not meet standards in the 2029 background conditions and the 2029 total traffic conditions during both the weekday a.m. and p.m. peak hours. The intersection operates over-capacity in all four of these scenarios and at a LOS F during the weekday p.m. peak hour in the background conditions and weekday a.m. and p.m. peak hours in the total traffic scenarios.

Potential Future City of Vancouver Improvements

The City of Vancouver has identified NE 192nd Avenue as ultimately requiring five travel lanes (two southbound through lanes, a center left-turn lane, and two northbound through lanes) and includes

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the widening on the City's Traffic Impact Fee (TIF) program project list. Because no near-term funding has been programmed for the future five-lane section, the existing section was assumed to be in place in 2029 for the purposes of this traffic study. Widening by the City of Vancouver or others in the interim would add capacity and change the intersection operations.

In the event that NE 192nd Avenue is widened to five lanes through the NE 13th Street intersection, the intersection is projected to meet City of Vancouver intersection operating standards under 2029 background conditions. To mitigate total traffic conditions, a westbound right-turn lane would also be required. In the event that 192nd Avenue is not widened, a northbound right-turn lane and westbound right-turn lane would be sufficient to mitigate 2029 total traffic conditions (mitigation assumes maintaining operations equivalent to or better than those experienced under 2029 background conditions with site build-out but does not fully accommodate forecast queuing).

Potential Master Plan Development Mitigation Options

As noted above, the provision of a northbound right-turn lane and westbound right-turn lane would offer more than sufficient capacity to mitigate the impact of the master plan site build-out while also providing additional capacity to allow for future growth and development. Therefore, we recommend the Green Mountain Master Plan provide a proportionate share contribution towards the construction of a northbound right-turn lane and a westbound right-turn lane on NE 13th Avenue. The City of Vancouver has successfully administered pro-rata share contribution collection systems at other intersections, allowing each development impacting a failing intersection to contribute a "fair-share" of the mitigation cost.

Appendix "M" identifies a proposed proportionate cost sharing methodology. Under this methodology, each trip would be assessed a fee of $391. Therefore the Green Mountain development contribution at full build-out would be approximately $123,600. *Details of the cost estimate, capacity generated by the improvements, and impact of the proposed development supporting the proportionate share calculations are provided in Appendix "M."*

It should be noted that the NE 192nd Avenue/NE 13th Street intersection is listed on the City of Vancouver's TIF program project list. In the case of the Green Mountain Master plan, any TIF credits issued by the City of Vancouver would only be redeemable for development impacts in Vancouver (not Camas).

NE Ingle Road/NE Goodwin Road

The intersection of NE Ingle Road/NE Goodwin Road is projected to not meet City of Camas intersection operating standards in the 2029 background conditions during the weekday p.m. peak

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hour and the 2029 total traffic conditions during both the weekday a.m. and p.m. peak hours. In order to mitigate 2029 background conditions, a two-way left-turn lane could potentially be provided east of the intersection to facilitate southbound left-turns, which are the critical movement at the intersection.

The City's long-term plans anticipate significant reconstruction of the intersection and the approaching roadways as recorded in the 2012 *City of Camas Traffic Impact Fee Update* (Reference 2). Identified improvement needs include:

- Installation of a traffic signal at NE Ingle Road/NE Goodwin Road;
- The extension of a new collector roadway from NE Ingle Road south to NE 232nd Avenue;
- Widening of NE Goodwin Road from two to three lanes between NE Ingle Road and NE 232nd Avenue; and
- Widening of NE Goodwin Road from two to five lanes NE between Friberg Street and NE Ingle Road.

Considering the Green Mountain Master Plan project location and traffic impacts at the intersection, we recommend the following series of mitigations in conjunction with the proposed development:

- Construct an eastbound left-turn lane on NE Goodwin Road at NE Ingle Road with the first Phase 1 trip.
- Construct a westbound right-turn lane on NE Goodwin Road at NE Ingle Road with the 203rd Phase 1 trip (prior to occupancy of 203rd single family home on site). The right-turn lane should provide at least 100 feet of storage. (Note, in the long-term future, the City could consider restriping the right-turn lane to a shared through/right lane when widening of NE Goodwin Road west of NE Ingle Road develops two westbound receiving lanes).
- Construct a three-lane roadway section (with center two-way left-turn lane) on NE Goodwin Road along the site frontage in conjunction with standard frontage improvements as adjacent development occurs.
- Upon completion of Phase 1 site development (including construction of the eastbound left-turn lane and westbound right-turn lane on NE Goodwin Road at NE Ingle Road with Phase 1), the developer shall monitor the need for installation of a traffic signal with each future site plan application at the intersection and construct a traffic signal when the intersection no longer satisfies City of Camas performance standard (LOS "D" and v/c of 0.90 or better) *and* the intersection volumes meet traffic signal warrants (subject to direction from the City of Camas).

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- The monitoring effort is recommended to require preparation of then-current traffic counts, assessment of traffic signal warrants based on build-out of the then-current site plan application (and all other approved development), and a summary report prepared by a licensed professional engineer. The study should consider potential turn movement re-routing that is expected to occur at the NE Goodwin Road/NE Ingle Road intersection as new connections to the master plan site are made to NE Goodwin Road east of NE Ingle Road.

On-site Circulation and Operations

We recommend that a detailed review of on-site circulation and operations be prepared in conjunction with each future site plan application. This review will provide an opportunity to consider site-specific details when they become available and should include consideration of vehicular, pedestrian, and delivery vehicle paths.

On-site landscaping, signage and any above-ground utilities should be provided appropriately to ensure that adequate sight distance is provided and maintained and should be considered as part of future site plan applications.

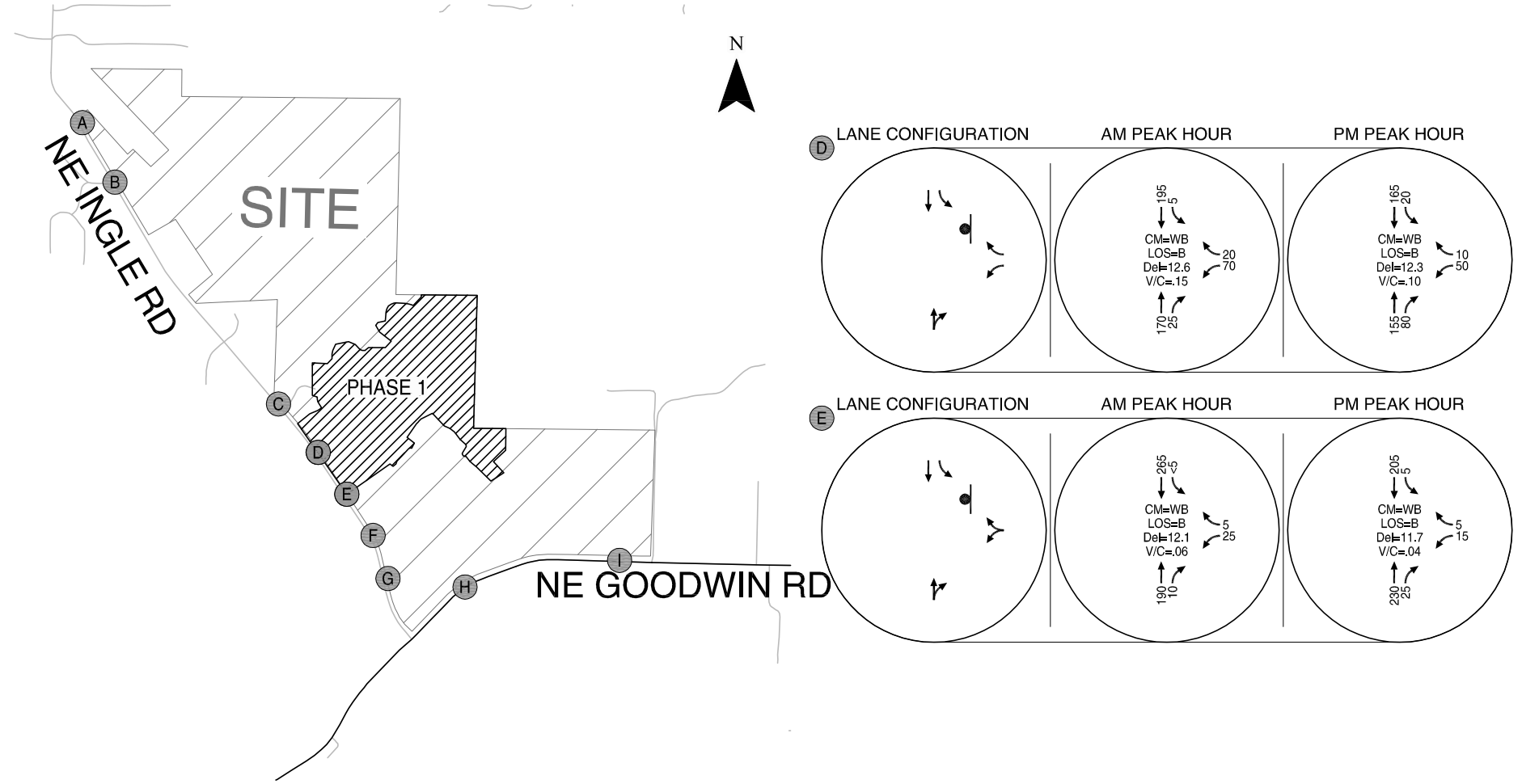
Access Requirements

The City of Camas requires a minimum intersection spacing of 330 feet on three lane collector streets. This spacing should be maintained with the proposed development.

Phase 1 Access Operations

The portion of the site that will be developed with Phase 1 is noted in Figure 2. As seen, two access points are proposed for the Phase 1 development. The proposed lane configuration at these accesses and operations is shown in Figure 20. The developer has proposed to maintain access to the existing golf course in conjunction with the Phase 1 development. The existing gravel maintenance only access will be improved to provide an interim main access to the remaining portion of the golf course (reduced to eight holes). The proposed interim golf course access is located approximately 400 feet south of the proposed southern access, which meets the City's intersection spacing requirements for a collector street noted above.

Appendix "N" contains the traffic operations worksheets for the Phase 1 access operations.



- STOP SIGN

CM = CRITICAL MOVEMENT (TWSC)
LOS = INTERSECTION LEVEL OF SERVICE (SIG) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIG / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
TWSC = TWO-WAY STOP CONTROL

2018 Site Access Lane Configurations and Operations (Phase 1) Camas, Washington

Figure 20

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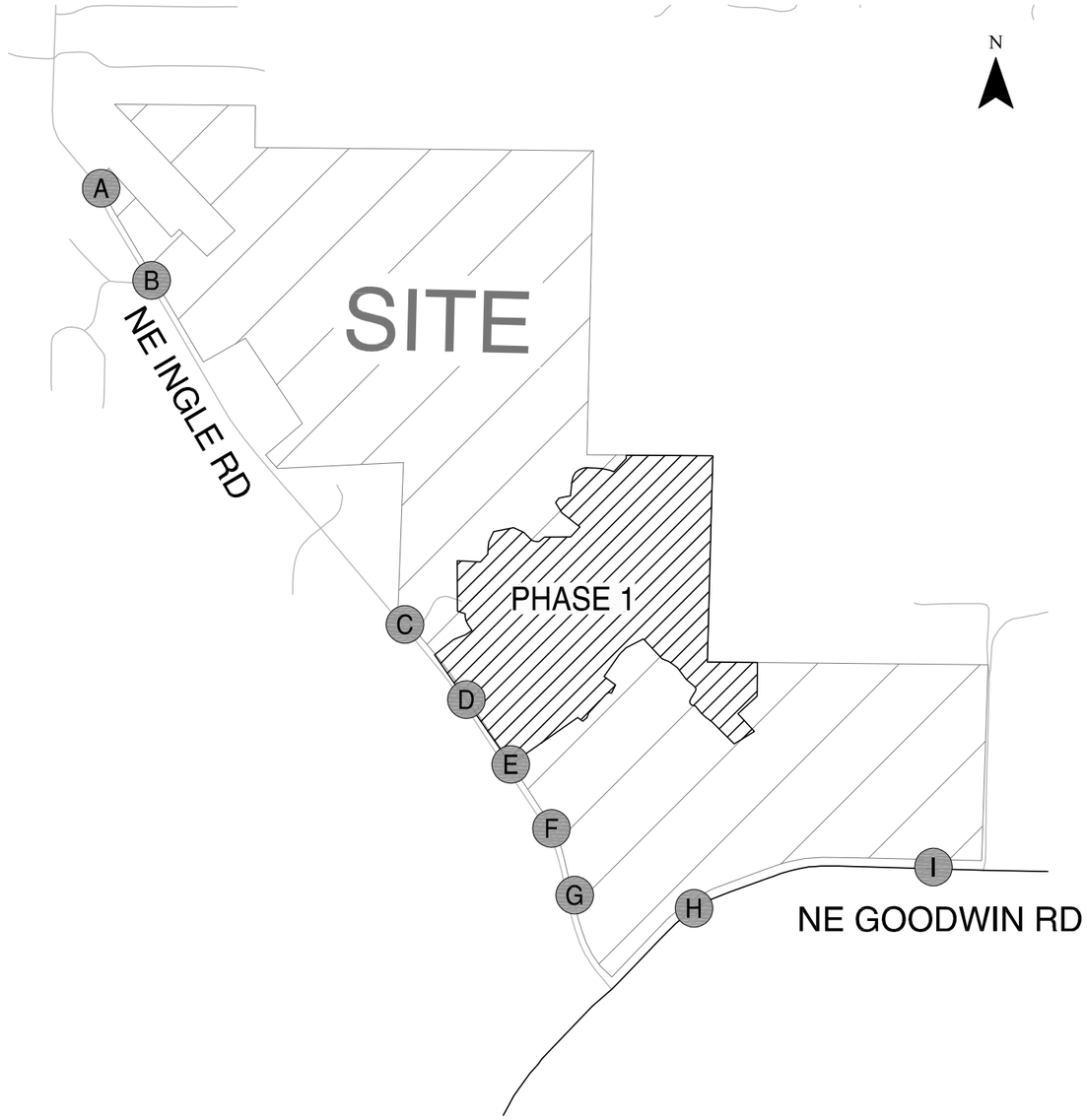
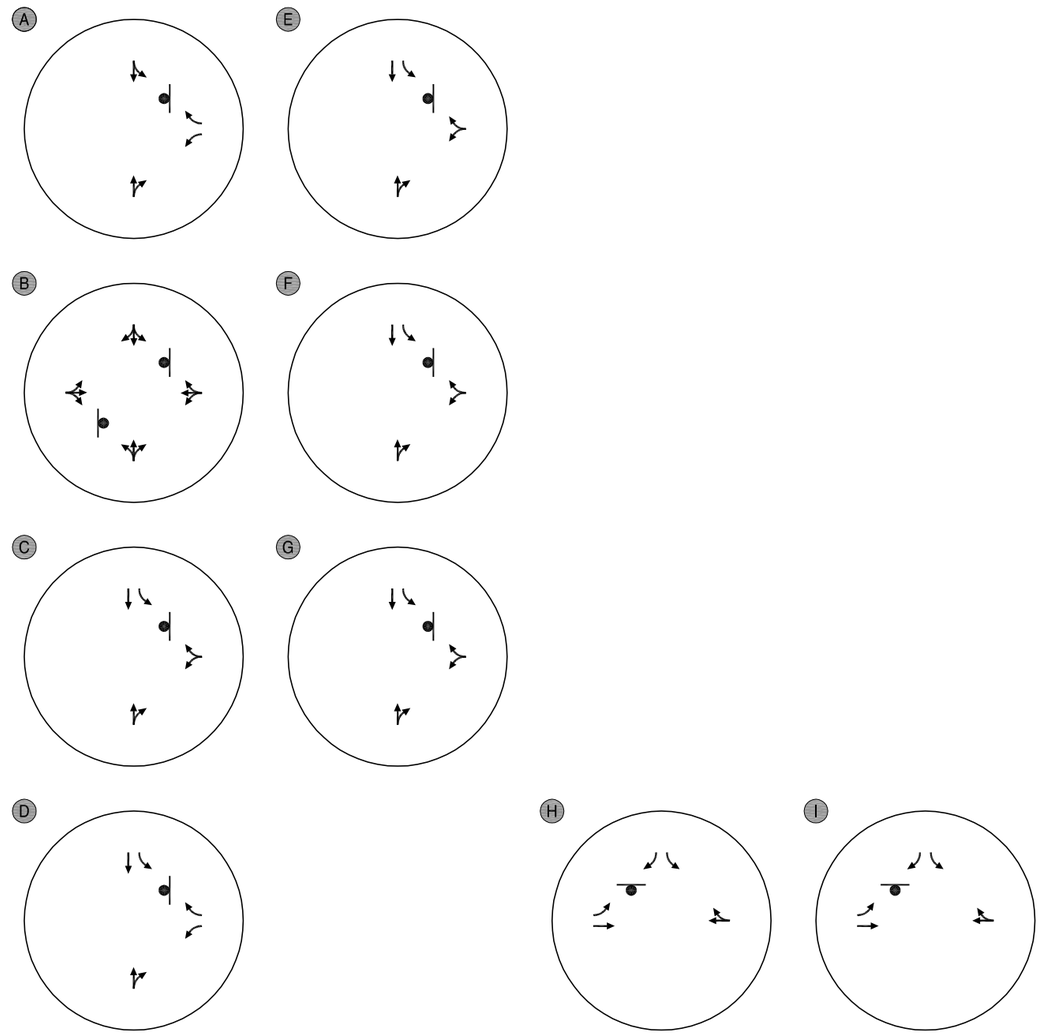
Exhibit 20 SUB25-1007

Build-out Access Operations

An additional five access points on NE Ingle Road and two access points on NE Goodwin Road are anticipated with full build-out of the development. The exact location of the access points may change as the plans for the development are refined. We assessed operations at these access points assuming the lane configuration shown in Figure 21. As seen in the figure, we expect NE Ingle Road will be developed with a center two-way left-turn lane (TWLTL) through access "C" and NE Goodwin Road will be developed with a TWLTL along the site frontage. Operations at the site accesses for the weekday a.m. and p.m. peak hours are shown in Figures 22 and 23. As seen in the figures, all access points operate at a LOS "C" or better, with the exception of the eastern access on NE Goodwin Road. The southbound left-turn movement at this intersection operates at a LOS D during the weekday p.m. peak hour.

We recommend further evaluation of potential right-turn deceleration lane needs be considered at the time of site plan application. This evaluation should consider the potential need for southbound left-turn lanes or northbound right-turn lanes along NE Ingle Road at the remaining access points as well as corresponding turn lane queue storage requirements. *Appendix "O" contains the traffic operations worksheets for the full build-out access operations.*





Site Access Lane Configurations and Traffic Control Devices (Buildout)
Camas, Washington

Figure
21

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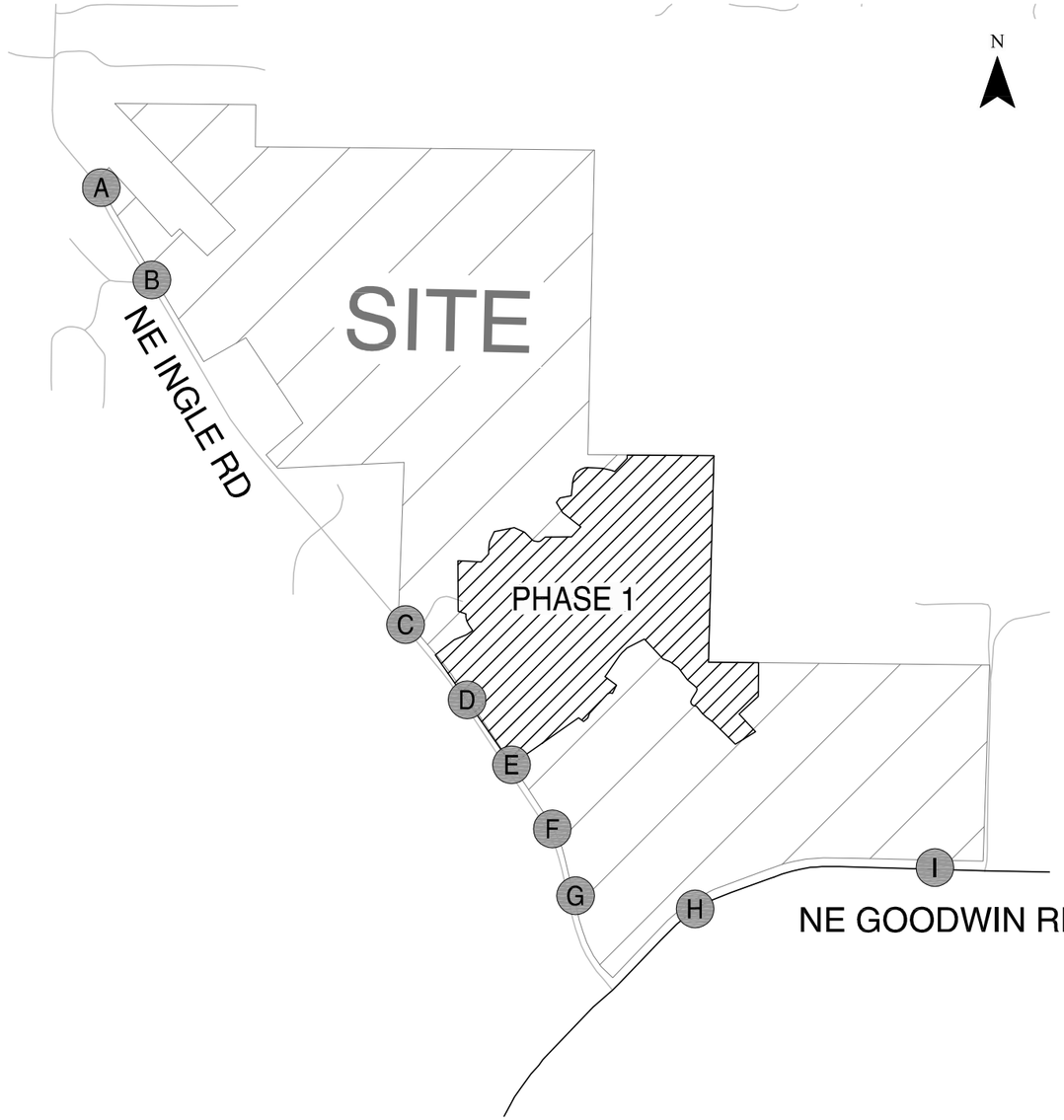

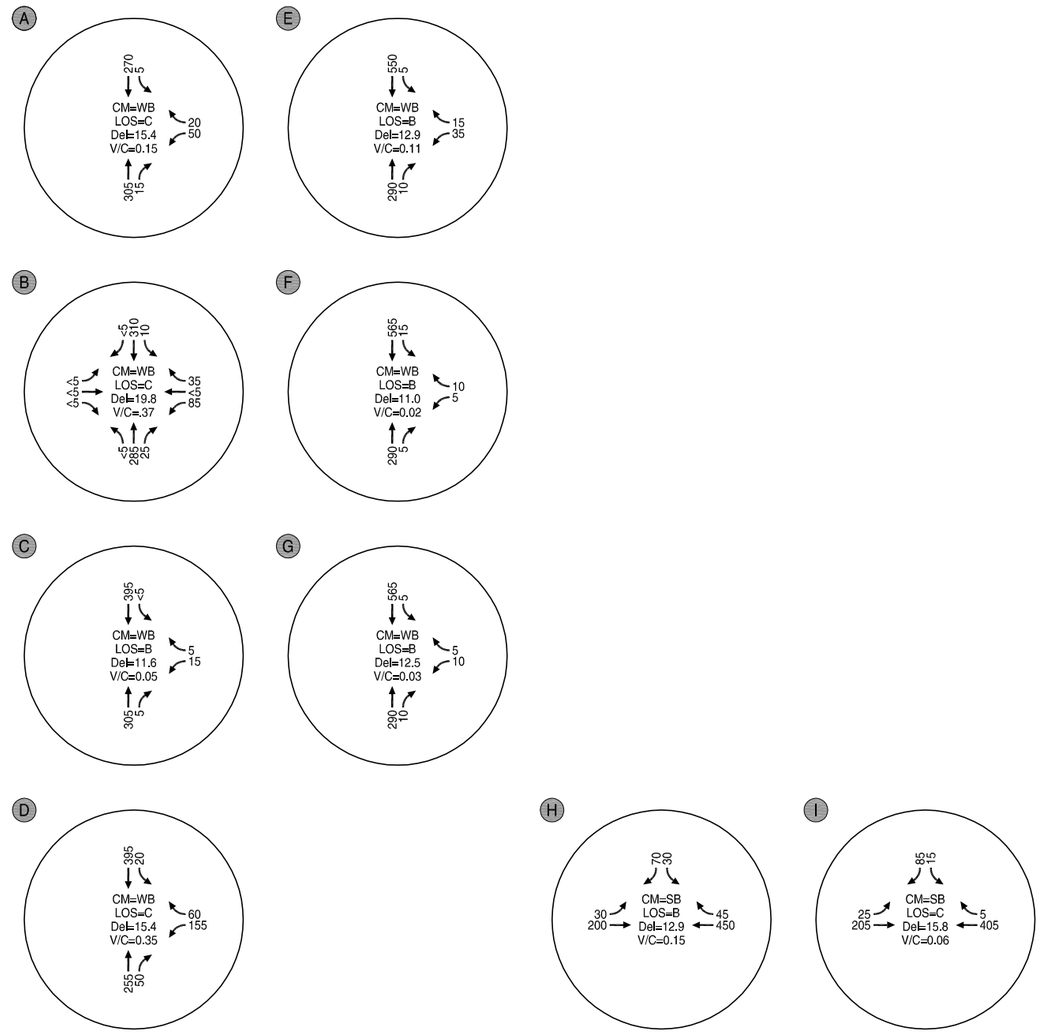

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Del = INTERSECTION AVERAGE CONTROL DELAY (SIG / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
TWSC = TWO-WAY STOP CONTROL

2029 Site Access Operations (Build Out)
Weekday AM Peak Hour
Camas, Washington

Figure
22

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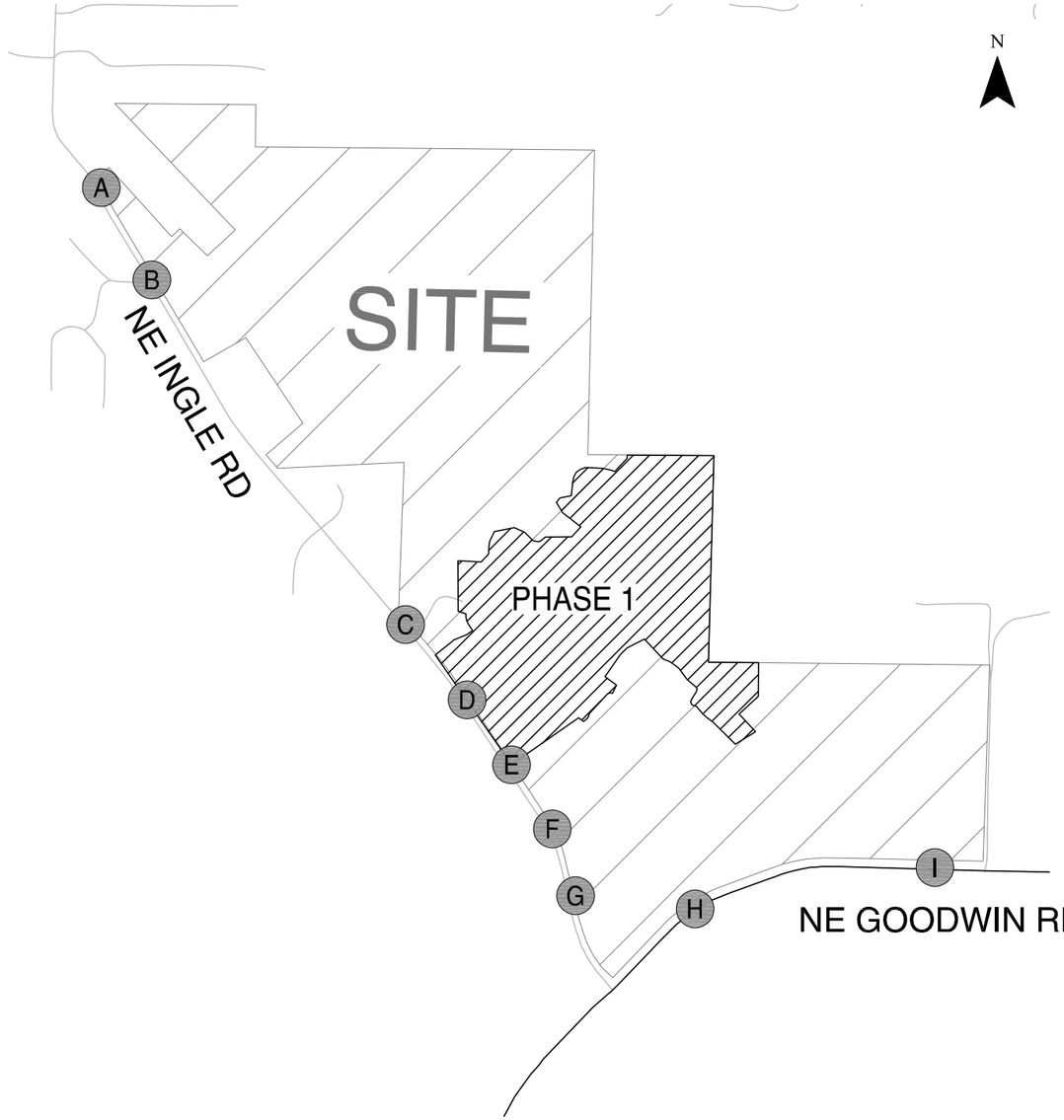

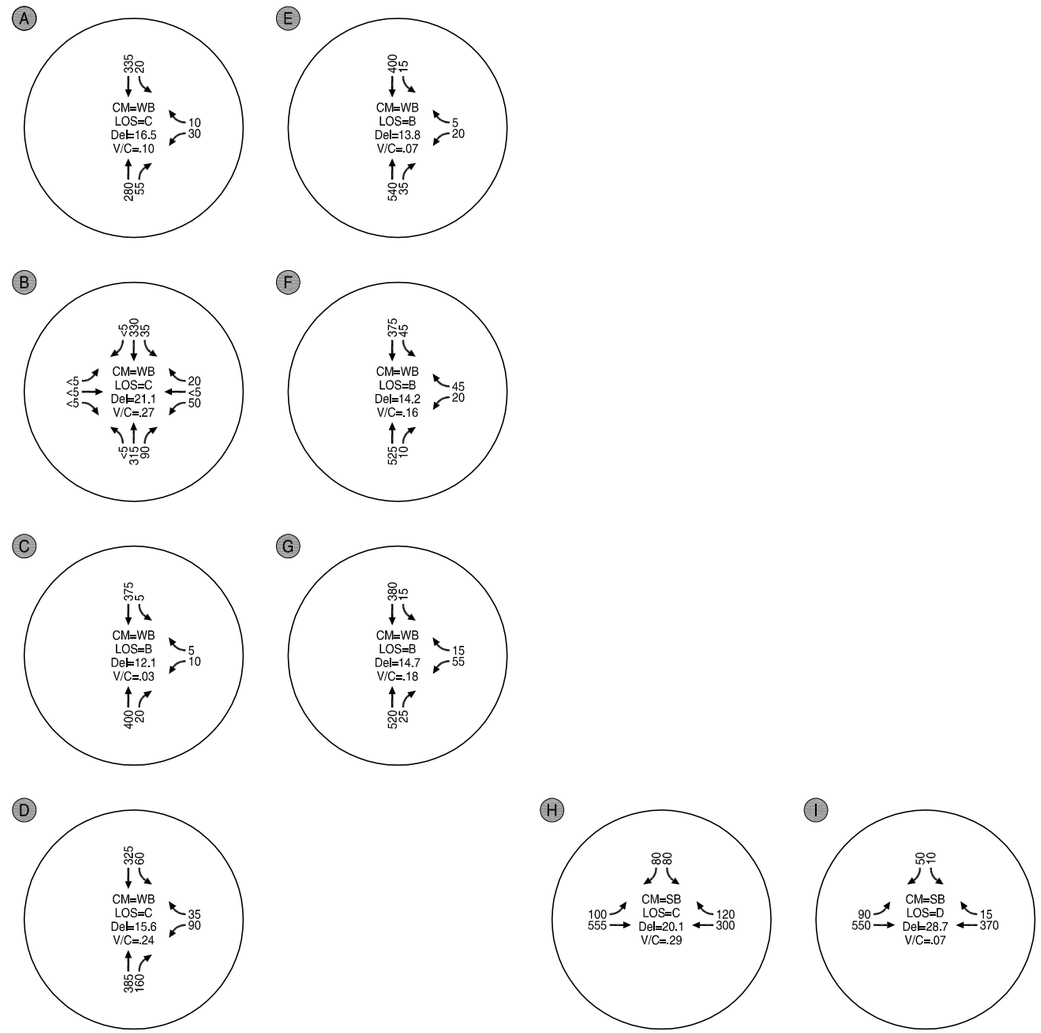

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Del = INTERSECTION AVERAGE CONTROL DELAY (SIG / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
TWSC = TWO-WAY STOP CONTROL

2029 Site Access Operations (Build Out)
Weekday PM Peak Hour
Camas, Washington

Figure
23

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TRANSPORTATION COMPLIANCE LETTER

This master plan traffic study documents the transportation implications of the proposed development at build-out. There are on-site access, circulation, turn lane, and driveway location and design considerations that will need to be addressed when specific site plan applications are made. Further, the phasing and timing of master plan build-out is likely to evolve over time to adapt to market conditions. Accordingly, it is recommended that a transportation compliance letter be prepared for each preliminary plat or site plan application to address on-site transportation, access and pedestrian standards and to ensure that the mitigation measures provided for in this report are applied at the appropriate phase of development. The transportation compliance letter should also document the trip generation of each phase of development to ensure that the total number of trips generated from future development does not exceed the number of trips vested under the Development Agreement.

We recommend each transportation compliance letter could document:

- The number of site-generated trips (daily, weekday a.m. peak hour, weekday p.m. peak hour) estimated to be used by the then-current proposed site development application.
- The number of site-generated trips (daily, weekday a.m. peak hour, weekday p.m. peak hour) previously used by approved site development applications on the master plan site.
- An accounting of the number of site-generated trips (daily, weekday a.m. peak hour, weekday p.m. peak hour) remaining assuming approval of the then-current site plan application.
    - Note: In the event that a future site plan application is projected to use more trips than were previously assumed through the master plan, additional traffic capacity/concurrency analysis would be triggered (unless a traffic count cordon-study of the master plan campus demonstrates the number of trips generated by the site is less than projected by standard ITE trip rates and thus the overall development impact actually is less than or equal to the number of trips assumed by the master plan).
- Evaluation of outstanding mitigation needs (as appropriate consistent with the Master Plan recommendations) at the intersections of:
    - Need for an eastbound right-turn lane at NE 199th Avenue/NE 58th Street (SR 500)
    - NE Ingle Road/NE Goodwin Road (including traffic signal warrant analysis)

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FINDINGS AND RECOMMENDATIONS

Based on the results of the transportation impact analysis, Phase 1 of the Green Mountain Master Plan (estimated to generate 2,050 daily trips and 215 net new p.m. peak hour trips) can be developed while maintaining acceptable levels of service and safety at the study intersections without any required off-site mitigations. The primary findings and recommendations of this study are summarized below.

Existing Conditions

- All of the study intersections currently operate acceptably during the weekday a.m. and p.m. peak hours.

Proposed Development Activities

- Phase 1 site development includes 215 residential units. It is estimated to generate 160 net new a.m. peak hour trips (40 in and 120 out) and 215 net new p.m. peak hour trips (135 in and 80 out).
- Build-out of the site development includes 1,300 residential units and 90,000 square feet of retail use. Build-out (including Phase 1) is collectively estimated to generate a total of 995 net new a.m. peak hour trips (290 in and 705 out) and 1,655 net new p.m. peak hour trips (965 in and 690 out).
- Access to Phase 1 of the site will be provided via two full movement driveways on NW Ingle Road. In the future when the site is built out, access will be provided on both NW Ingle Road and NW Goodwin Road.

Year 2018 Background Traffic Conditions

- Year 2018 background conditions (without construction of the Green Mountain mixed-use development) were estimated assuming completion of approved in-process developments within the study area and an annual 2% growth rate on City of Vancouver roadways.
- Operational analyses indicate that the study intersections are forecast to continue to operate acceptably.

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Year 2018 Total Traffic Conditions

- Year 2018 total traffic conditions were estimated assuming completion of approved in-process developments within the study area plus Phase 1 of the proposed development.
- Operational analyses indicate that the study intersections are forecast to continue to operate acceptably under 2018 total traffic conditions with one exception:
    - The southbound movement at the intersection of NE Ingle Road/NE Goodwin Road is projected to operate at a LOS E during the weekday p.m. peak hour. This failure is triggered by the 203rd single family residential unit in Phase 1 of the development.

Year 2029 Background Traffic Conditions

- Year 2029 background conditions (with construction of only Phase 1 of proposed development but no further phases) were estimated assuming the same in-process developments included in the 2018 analysis as well as a one percent growth rate on City of Camas roadways and two percent growth rate on City of Vancouver roadways.
- Operational analyses indicate that the study intersections are forecast to continue to operate acceptably under year 2029 background traffic conditions with two exceptions:
    - The intersection of NE 192nd Avenue/NE 13th Street is projected to operate at a LOS E and over-capacity during the weekday a.m. peak hour and LOS F and over-capacity during the weekday p.m. peak hour,
    - The southbound approach to the intersection of NE Ingle Road/NE Goodwin Road is projected to operate at a LOS F during the weekday p.m. peak hour.

Year 2029 Total Traffic Conditions

- Year 2029 total traffic conditions were estimated assuming year 2029 background traffic and complete build-out of the proposed Green Mountain development.
- Operational analyses indicate that the study intersections are forecast to continue to operate acceptably under year 2029 total traffic conditions, with the exception of:
    - NE 199th Avenue/NE 58th Street (SR 500) (weekday a.m. and p.m.)
    - NE 192nd Avenue/NE 13th Street (weekday a.m. and p.m.)
    - NE Ingle Road/NE Goodwin Road (weekday a.m. and p.m.)

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Turn-Lane Considerations

- An assessment of turn-lane need was conducted for each study intersection.
- The intersection of NE 199th Avenue/NE 58th Street (SR 500) meets WSDOT's guidelines for a right-turn lane on the eastbound approach under existing conditions and all future scenarios during both the weekday a.m. and p.m. peak hour.
    - The crash history indicates that no crashes were recorded between 2008-2013 involving vehicles making an eastbound right-turn.
    - Given the lack of crash history related to eastbound right-turns and the relatively small impact of Phase 1 (eight eastbound right-turn trips during the weekday a.m. peak hour, 27 eastbound right-turn trips during the weekday p.m. peak hour), no improvements are recommended in conjunction with Phase 1.
    - In the future, the provision of a right-turn taper or lane could be considered if suggested by the crash history at the intersection.
- The intersection of NE 242nd Avenue (SR 500)/NE 28th Street meets WSDOT's guidelines for a left-turn lane on the eastbound approach under existing conditions and all future scenarios during the weekday p.m. peak hour.
    - The crash history indicates that no crashes were recorded between 2008-2013 involving vehicles making an eastbound left-turn.
    - The City's long-term plans include a traffic signal and southbound left-turn lane at NE 242nd Avenue (SR 500)/NE 28th Street.
    - Given the lack of recorded crash history, the small impact of the proposed development (no Phase 1 eastbound left-turns and less than 10 at master plan build-out), and future improvement plans at this intersection, no turn-lane improvements are recommended with Phase 1 site development.

Recommendations

- Regardless of the proposed master plan application, we recommend that the City of Camas consider potential improvements to the intersection of NE Ingle Road/NE Goodwin Road to address intersection sight distance limitations associated with the location of the stop bar, such as relocating the stop bar.
- The following improvements should be provided in conjunction with site development:
    - Phase 1 Site Development

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- An eastbound left-turn lane with 100 feet of storage should be provided at NE Ingle Road/NE Goodwin Road.
- A westbound right-turn lane on NE Goodwin Road at NE Ingle Road prior to occupancy of the 203rd single family home in Phase 1. The right-turn lane should provide at least 100 feet of storage.
- On-site and off-site landscaping and any above ground utilities at the site-access driveways and internal roadways should be provided appropriately to ensure that adequate sight-distance is maintained.

- For Phase 1 and all future phases, a Transportation Compliance Letter as described above should be prepared by a licensed professional engineer and submitted with the then-current site plan application.
- Full Build-Out of Site Development (items to be assessed in Transportation Compliance Letter unless otherwise mitigated):
  - Future site plan applications should provide an updated assessment as to the potential need for providing an eastbound right-turn taper or lane at the 199th Avenue (SR 500)/NE 58th Street intersection unless otherwise deemed mitigated by the project or others.
  - Pay a proportionate "fair-share" financial contribution towards capacity mitigations at the intersection of NE 192nd Avenue/NE 13th Street. This contribution would partially fund the eventual construction of a northbound right-turn lane on NE 192nd Avenue and a westbound right-turn lane on NE 13th Avenue.

- Mitigations will be needed to improve NE Ingle Road/NE Goodwin Road in 2029. We recommend the following:
  - The applicant construct a three-lane section (with center two-way left-turn lane) on NE Goodwin Road along the site frontage.
  - The applicant assess traffic volumes and signal warrants at NE Ingle Road/NE Goodwin Road with each phase of development and construct a traffic signal and related appurtenances when the intersection no longer satisfies City of Camas performance standard (LOS "D" and v/c of 0.90 or better) and intersection volumes meet traffic signal warrants.

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- On-site and off-site landscaping and any above ground utilities at the site-access driveways and internal roadways should be provided appropriately to ensure that adequate sight-distance is maintained.

We trust this letter adequately addresses the traffic impacts associated with the proposed Green Mountain Master Plan development. Please contact us if you have any questions or comments regarding the contents of this report or the analysis performed.

REFERENCES

1. Transportation Research Board 2000. Highway Capacity Manual. 2000.
2. DKS Associates. *City of Camas Traffic Impact Fee Update*. May 2012.
3. Washington State Department of Transportation. *Design Manual*. July 2013.
4. C-Tran. http://www.c-tran.com. May 2014.
5. Oregon Department of Transportation Research Section. *SPR 667 Assessment of Statewide Intersection Safety Performance*. June 2011.
6. American Association of State Highway and Transportation Officials. *Highway Safety Manual*. 2010.
7. Institute of Transportation Engineers. *Trip Generation Manual, 9th Edition*. 2012.
8. City of Vancouver. *Traffic Study Guidelines.* December 2013.



Appendix B
Proportionate Share Cost Methodology

Proposed Proportionate Share Contribution at NE 192nd Avenue/NE 13th Avenue

Cost Estimate:

Item	Unit Cost	Length	Cost	Notes
Northbound right-turn lane and westbound right-turn lane	$ 280,000	1	$ 280,000	Cost estimate attached.
		Total	**$ 280,000**	

Note: Cost estimate may not account for all ROW impacts

Proportionate Share Calculation:

Intersection volume without development (2029 Background Scenario)	2208
Intersection volume with development (2029 Total Traffic Scenario)	2524
Trips added by development (2524-2208)	316
Intersection Capacity without Improvement (2018 Background Scenario)	1808
Additional volume accomodated with improvements (2524-1808)	716
Proportionate share cost per trip ($280,000/716)	$ 391
Proportionate share of capacity used by development (316/716)	0.441
Proposed proportionate share contribution ($391 per trip * 316 trips)	**$ 123,600**

Note: without improvement, intersection operates within standards under 2018 background conditions

Note: with proposed improvements, intersection operates within standards under 2029 total traffic conditions

OLSON ENGINEERING INC.

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Green Mtn. - Right Turn Lane @ NE 192nd Avenue & NE 13th Street - Cost Estimate (Option I)
North Bound Right & West Bound Right

Item #	Description	Unit Of Measure	Quantity	Unit Price	Total Price
	GENERAL CONDITIONS				
1	Mobilization	LS	1	$ 10,000.00	$ 10,000.00
2	Clearing & Grubbing (Remove Hedge & Trees, etc.)	LS	1	$ 2,400.00	$ 2,400.00
3	Stripping 6" & Haul Off	CY	235	$ 9.00	$ 2,115.00
				Total	$ 14,515.00
	DEMOLITION				
4	AC Removal (Exist'g Edge Road & Exist'g Driveways To Ba	SF	2,070	$ 1.00	$ 2,070.00
5	Remove Exist'g Driveway Culvert (24 LF)	LS	1	$ 300.00	$ 300.00
6	Relocate Exist'g Mail Boxes	EA	5	$ 125.00	$ 625.00
7	Relocate Exist'g Signs	EA	3	$ 125.00	$ 375.00
				Total	$ 3,370.00
	EROSION CONTROL				
8	Silt Fence	LF	700	$ 1.75	$ 1,225.00
9	Hydroseed & Mulch Right - Of - Way	SF	14,000	$ 0.30	$ 4,200.00
10	Erosion Control Maintenance	LS	1	$ 1,600.00	$ 1,600.00
				Total	$ 7,025.00
	SITEWORK				
	North Bound Right & West Bound Right				
11	Sawcut	LF	930	$ 2.00	$ 1,860.00
12	Mass Grading & Haul Off	CY	480	$ 10.00	$ 4,800.00
13	Finish Grade	SF	6,345	$ 0.30	$ 1,903.50
14	Geotextile Fabric	SY	765	$ 0.90	$ 688.50
15	1¼"- Crushed Rock (0.85')	TN	385	$ 20.00	$ 7,700.00
16	Asphaltic Concrete (0.85') Class ½" 64-22 HMA	TN	410	$ 135.00	$ 55,350.00
17	Curb & Gutter	LF	840	$ 10.00	$ 8,400.00
18	Sidewalk / Pedestrian Ramp	SF	4,275	$ 4.00	$ 17,100.00
19	Detectable Warning Surface	SF	10	$ 25.00	$ 250.00
20	Driveway Drop	EA	5	$ 25.00	$ 125.00
21	Driveway Approach (5)	SF	560	$ 4.50	$ 2,520.00
22	Pedestrian/Signal Modifications	LS	1	$ 33,000.00	$ 33,000.00
23	Traffic Control	LS	1	$ 10,000.00	$ 10,000.00
				Total	$ 143,697.00
	SITEWORK				
	Pave Existing Driveways To Right - Of -Way				
24	Removal AC / Gravel (Back Of Sidewalk To Right - Of - Wa	SF	1,435	$ 1.00	$ 1,435.00
25	Finish Grade	SF	1,435	$ 0.30	$ 430.50
26	Geotextile Fabric	SY	175	$ 0.90	$ 157.50
27	1¼"- Crushed Rock (0.67')	TN	70	$ 20.00	$ 1,400.00
28	Asphaltic Concrete (0.25') Class ½" 64-22 HMA	TN	30	$ 135.00	$ 4,050.00
				Total	$ 7,473.00

	STORM						
29	Stormfilter Catch Basin (2 - Cart.)	EA	2	$	12,000.00	$	24,000.00
30	Infiltration Trench (50 LF)	EA	2	$	2,500.00	$	5,000.00
					Total	$	29,000.00
	STRIPING & SIGNAGE						
31	Solid Double Yellow Line	LF	470	$	1.00	$	470.00
32	Solid White Line	LF	810	$	0.50	$	405.00
33	White Thermoplastic Stop Bar (Extend Existing)	EA	1	$	660.00	$	660.00
34	Crosswalk Marking (Extend Existing	EA	1	$	750.00	$	750.00
					Total	$	2,285.00

Subtotal Construction Costs	$	207,365.00
Soft Cost (20%)	$	41,473.00
Contingency (15%)	$	31,104.75
Total Construction Costs	**$**	**279,942.75**

5. Preliminary Stormwater Design Report (TIR)

AKS ENGINEERING & FORESTRY
WWW.AKS-ENG.COM

AKS ENGINEERING & FORESTRY, LLC
9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
(360) 882-0419

Stormwater Memorandum

Date: June 24, 2025
To: City of Camas
Community Development Department
616 NE 4th Avenue
Camas, WA 98607
From: Colin Shackelford, P.E.

AKS Job No.: **11021**

RE: Lacamas Village Preliminary Stormwater Report – PA24-13
(Lots 1, 2, & 7 of the Urban Village Short Plat – SP20-02 & FP21-04)

This memorandum serves to address the stormwater design and mitigation for the Lacamas Village Subdivision, as shown on the development plans in Appendix B. Proposed stormwater runoff from the development will be conveyed to facilities that have been designed under an approved Final Drainage Analysis report completed by Olson Engineering in 2020 for Tract A and Tract B of the Urban Village Short Plat (UVSP), (SP20-02 & FP21-04). The Lacamas Village Subdivision proposes to develop three lots (Lots 1, 2, and 7) within the UVSP in the City of Camas. The project is located within the Northeast ¼ of Section 20 and 21, Township 2 North, Range 3 East, Willamette Meridian, Clark County (parent parcel numbers for UVSP are 986037-656 and 172559-000, see Appendix A for project vicinity map). The project consists of 12.70 acres.

A Final Drainage Analysis report, dated August 25th, 2020, was approved for the UVSP, prepared by Olson Engineering (MacKay Sposito). This final stormwater report summarizes the design of the combined detention and wetpool facilities with phosphorus treatment for Tract A and Tract B. Tract A is designed to provide adequate storage volume and treatment capacity for "catchments 5D, 6D, and 7aD", an area approximately 22.17 acres in size. Tract B is designed to provide adequate storage volume and treatment capacity for "catchments 7bD and 8D" with an area of approximately 16.34 acres. These catchments and their areas are shown and summarized in Appendix C, the UVSP Developed Catchment Plan. The approved Final Drainage Analysis of UVSP addressed Minimum Requirements #1 – #9 for the entirety of the short plat development. These facilities will be completed prior to the Lacamas Village development connection.

The Lacamas Village project proposes to develop lots 1, 2, and 7 of the UVSP. Proposed improvements include residential attached and detached single-family homes, sidewalks, public and private streets, open spaces, and associated improvements. Stormwater facilities constructed with the Lacamas Village development will only include runoff collection and conveyance systems that will subsequentially drain to the UVSP combined detention and wetpool facilities in Tracts A and B. These combined facilities have been designed to meet water quality and quantity standards as required by the City of Camas.

The project proposes greater than 5,000 sf of new plus replaced hard surfaces and is required to meet minimum requirements #1 - #9. Minimum requirements #4 - #9 are met by connecting to the previously designed facilities in Tract A and Tract B. Minimum requirements #1 - #3 will be met with the construction approval of the proposed development, meeting the City of Camas requirements.

Revisions to the boundaries are proposed for catchments 7aD and 7bD. These revisions were required to match the assumptions used in the design for the UVSP stormwater facilities. These revisions are shown on the Revised Basin Plan in Appendix D and summarized below in Table 1.

Table 1: Development Catchment Areas Summary

Catchment Basin	Storm Facility	Green Mountain UVSP Land Use Description	Green Mountain UVSP Basin Area (ac)	Land Use Description with Lacamas Village	Basin Area with Lacamas Village (ac)
7aD	Tract A	Impervious (85%)	10.099	Impervious (84%)	10.010
		Pervious (15%)	1.782	Pervious (16%)	1.871
7bD	Tract B	Impervious (85%)	11.953	Impervious (84.5%)	11.883
		Pervious (15%)	2.110	Pervious (15.5%)	2.180

In summary, the boundary revisions proposed with the Lacamas Village project will meet the design assumptions made with the approved drainage report done by Olson Engineering in 2020 (SP20-02/FP21-04). All applicable minimum requirements are met with the proposed development per the 2024 Stormwater Management Manual for Western Washington and City of Camas requirements. A final areas analysis will be provided in the final technical information report and engineering plans, that addresses the proposed changes to the catchment basin boundaries.

Sincerely,



Colin J. Shackelford, P.E.
AKS ENGINEERING & FORESTRY, LLC
9600 NE 126th Ave, Suite 2520
Vancouver, WA 98682
(360) 882-0419 |shackelfordc@aks-eng.com

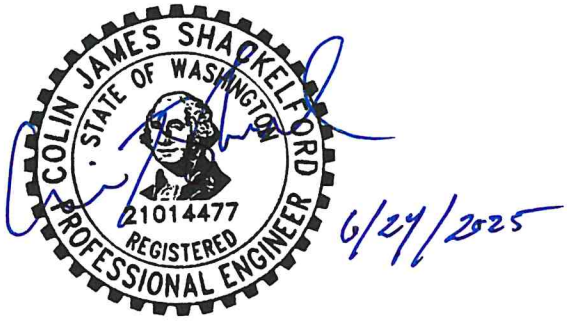
Enclosures:

- Certificate of the Engineer
- Appendix A: General Location Map
- Appendix B: Preliminary Development Plans
- Appendix C: GMUVP Developed Catchment Plan
- Appendix D: Revised Basin Plan

Certificate of the Engineer

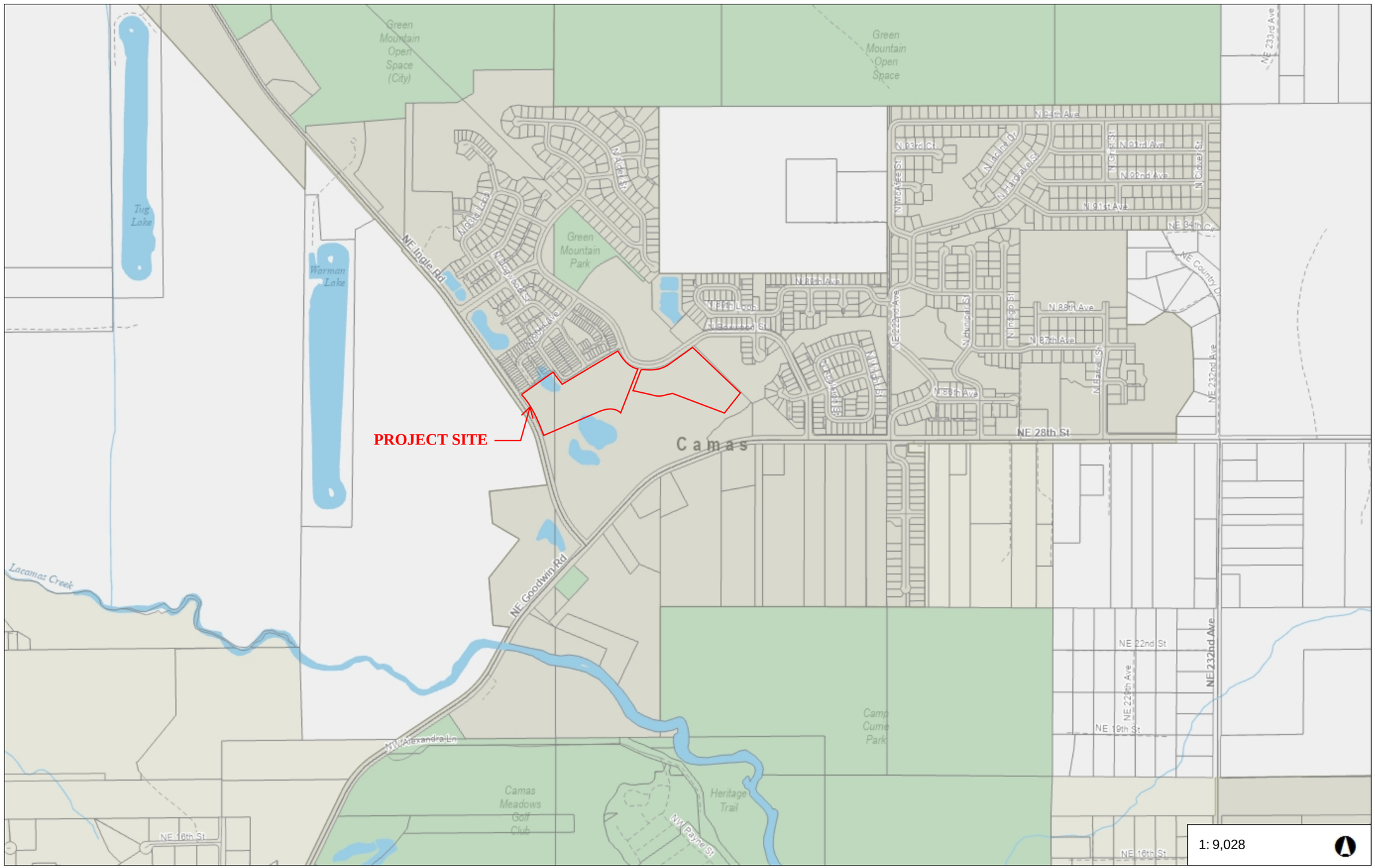
Lacamas Village
Camas, Washington
Preliminary Stormwater Memorandum

This Preliminary Stormwater Report 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.



Appendix A: Vicinity Maps

Vicinity Map





Legend

- Taxlots

Notes:

290

1: 9,028

0.3 0 0.14 0.3 Miles

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.

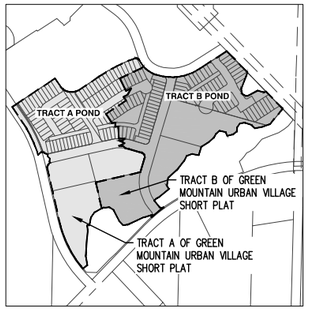
Appendix B: Development Plans

GENERAL NOTES

1. CONTOUR INTERVAL IS 1 FOOT.
2. TREES ARE NOT SHOWN.
3. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THIS DEVELOPMENT HAVE BEEN DESIGNED AND CONSTRUCTED WITH THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02). EXISTING FACILITIES WILL BE OWNED AND MAINTAINED BY THE HOA.
4. ACCORDING TO CLARK COUNTY GIS, THE SITE IS NOT WITHIN OR ADJACENT TO A 100-YEAR FLOODPLAIN OR SHORELINE MANAGEMENT AREA.
5. THERE ARE NO KNOWN EXISTING ON-SITE STORMWATER FACILITIES.
6. EXISTING DRAINAGE FLOW ROUTES ARE TO THE SOUTH AND WEST TOWARDS EXISTING STORMWATER FACILITIES INSTALLED WITH THE URBAN VILLAGE SHOR PLAT.
7. PROPOSED DRAINAGE FLOW ROUTES TO FOLLOW EXISTING FLOW ROUTES TO EXTENT POSSIBLE, WITH STORMWATER DISCHARGED FROM STORMWATER FACILITIES INTO EXISTING DITCHES TO THE WEST ALONF NE GOODWIN ROAD
8. ROOF AREAS FOR ALL LOTS DRAIN TO A STORMWATER LATERAL.
9. PRELIMINARY STORM SIZING LISTED BELOW TO BE FINALIZED DURING FINAL ENGINEERING:
   STORM MAIN: 12" MIN. DIAMETER
   CATCH BASIN LEADS: 10" MIN. DIAMETER
   SINGLE-FAMILY STORM LATERALS: 6" DIAMETER

LEGEND

EXISTING GROUND CONTOUR (1 FT)	352
EXISTING GROUND CONTOUR (5 FT)	350
FINISHED GRADE CONTOUR (1 FT)	352
FINISHED GRADE CONTOUR (5 FT)	350
DRAINAGE FLOW DIRECTION	
DISTURBED LIMITS	



STORMWATER BASIN OVERVIEW MAP

N.T.S



AKS ENGINEERING & FORESTRY, LLC
9600 NE 126TH AVE, STE 2520
VANCOUVER, WA 98682
360.882.0419
WWW.AKS-ENG.COM

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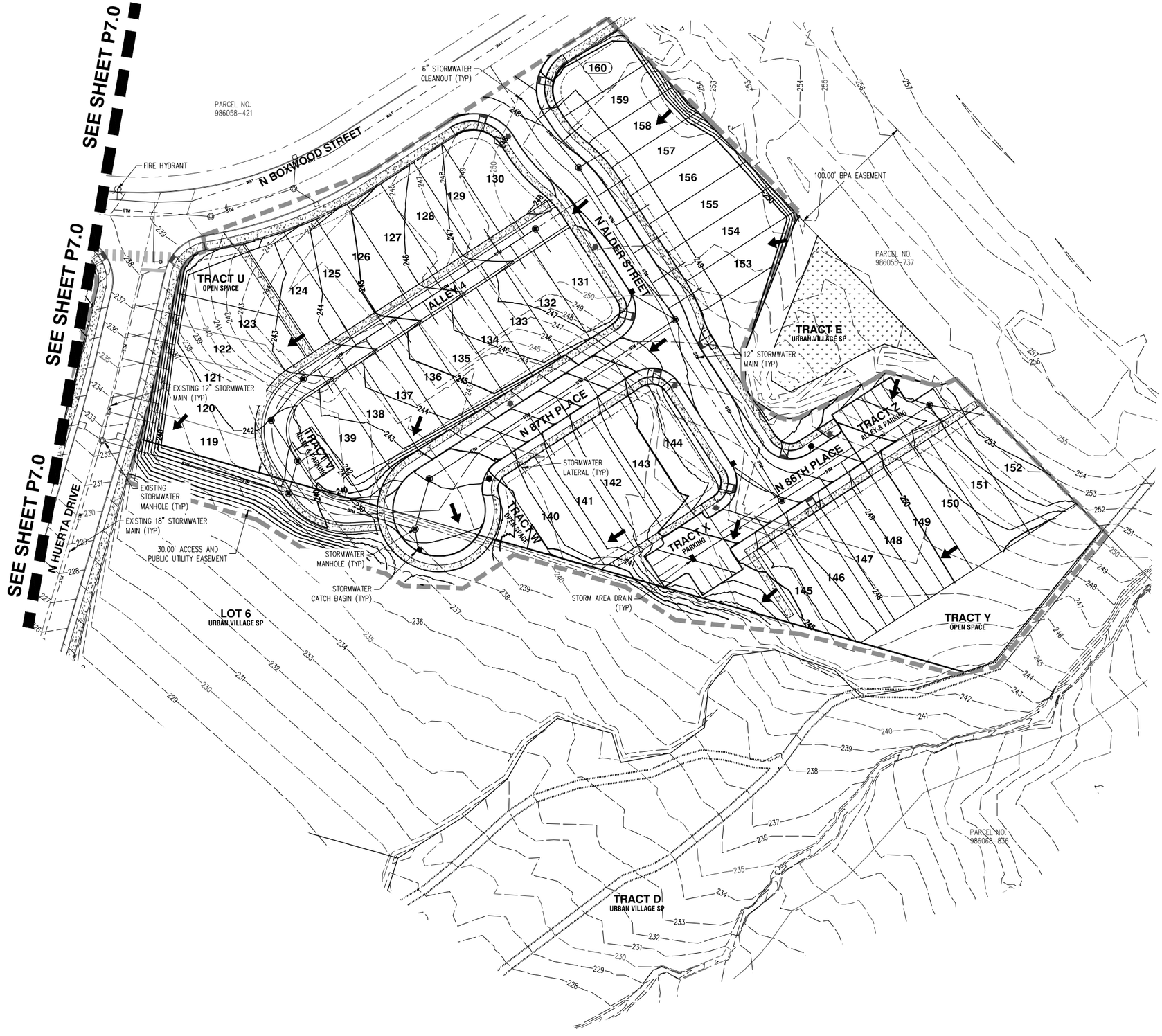
PRELIMINARY STORMWATER PLAN (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

AKS DRAWING FILE: 11021 P7.0 STORM.DWG | LAYOUT: P7.0



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SCALE: 1"= 40 FEET

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ORIGINAL PAGE SIZE: 22" x 34"

LEGEND

EXISTING GROUND CONTOUR (1 FT)	352
EXISTING GROUND CONTOUR (5 FT)	350
FINISHED GRADE CONTOUR (1 FT)	352
FINISHED GRADE CONTOUR (5 FT)	350
DRAINAGE FLOW DIRECTION	
DISTURBED LIMITS	

GENERAL NOTES

1. CONTOUR INTERVAL IS 1 FOOT.
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3. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THIS DEVELOPMENT HAVE BEEN DESIGNED AND CONSTRUCTED WITH THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02). EXISTING FACILITIES WILL BE OWNED AND MAINTAINED BY THE HOA.
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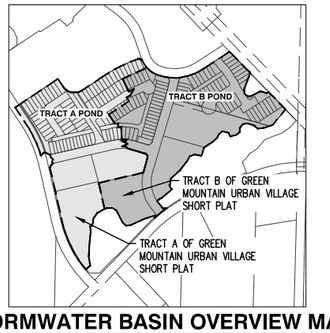
   STORM MAIN: 12" MIN. DIAMETER
   CATCH BASIN LEADS: 10" MIN. DIAMETER
   SINGLE-FAMILY STORM LATERALS: 6" DIAMETER



STORMWATER BASIN OVERVIEW MAP

N.T.S

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VANCOUVER, WA 98682
360.882.0419
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PRELIMINARY STORMWATER PLAN (EAST)

LACAMAS VILLAGE

WOLLAM & ASSOCIATES

CAMAS, WASHINGTON

JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

AKS DRAWING FILE: 11021 P7.0 STORM.DWG | LAYOUT: P7.1

Appendix C: Pre-Developed Basin Map



Catchment	Storm Facility	Description	Area (acres)
5D	Tract 'A'	Impervious (74%)	6.022
		Pervious (26%)	2.163
6D	Tract 'A'	Roads Mod.	1.327
		SG3 Lawn, Mod.	0.779
7aD	Tract 'A'	Impervious (85%)	10.099
		Pervious (15%)	1.782
7bD	Tract 'B'	Impervious (85%)	11.953
		Pervious (15%)	2.110
8D	Tract 'B'	Impervious (85%)	1.937
		Pervious (15%)	0.342
9D	StormFilter Catchbasins	Impervious (85%)	1.219
		Pervious (15%)	0.222

Table G2: Hydrologic parameters used in developed catchment analysis

SCALE: 1"=100'

-100 0 100 200

J:\data\8000\8900\8930\8938\Engineering\Final\Urban Village\Sheets\8938.e.Border.catch.dev.WWHM.dgn
M:\Microstation V8\pen tables\HP5000\ mono.tbl

WWHM DEVELOPED CATCHMENT PLAN FOR:
GREEN MOUNTAIN URBAN VILLAGE
STORMWATER FACILITIES

CLIENT:
TERRELL & ASSOCIATES, LLC ET AL
17933 NW EVERGREEN PARKWAY,
SUITE 300
BEAVERTON, OR 97006
ATTN: JOHN SCHMIDT
PH: (503) 597-7100
FAX: (503) 597-7149
EMAIL: john.schmidt@metlandgroup.com

OLSON ENGINEERING, INC.
LAND SURVEYORS
ENGINEERS
222 E. EVERGREEN, VANCOUVER, WA 98660
360-695-1385
503-289-9936

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PETER A. TUCK
STATE OF WASHINGTON
21817
REGISTERED
PROFESSIONAL ENGINEER

08/24/2020

CHANGES / REVISIONS

DESCRIPTION:	DATE:

DESIGNED: RWP
DRAWN: RWP
CHECKED: PAT
DATE: JULY 2020
SCALE: H: 1"=100'
GREEN MOUNTAIN URBAN VILLAGE STORMWATER FACILITIES
JOB NO.: 8938.01.06

SHEET
2 OF 2

Appendix D: Post-Developed Basin Map



CATCHMENT	STORM FACILITY	URBAN VILLAGE SP DESCRIPTION	URBAN VILLAGE SP AREA (AC)	PROPOSED DESCRIPTION W/ LACAMAS VILLAGE	PROPOSED AREA (AC) W/ LACAMAS VILLAGE	HATCH LEGEND
7aD	TRACT A	IMPERVIOUS (85%)	10.099	IMPERVIOUS (84%)	10.010	
		PERVIOUS (15%)	1.782	PERVIOUS (16%)	1.871	
7bD	TRACT B	IMPERVIOUS (85%)	11.953	IMPERVIOUS (84.5%)	11.883	
		PERVIOUS (15%)	2.110	PERVIOUS (15.5%)	2.180	

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VANCOUVER, WA 98682
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POST-DEVELOPED REVISED BASIN PLAN

LACAMAS VILLAGE

WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

AKS DRAWING FILE: 11021 20250624 REVISED BASIN MAP.DWG | LAYOUT: POST-DEV

AKS ENGINEERING & FORESTRY
WWW.AKS-ENG.COM

AKS ENGINEERING & FORESTRY, LLC
9600 NE 126TH AVENUE, SUITE 2520
VANCOUVER, WA 98682
(360) 882-0419

Preliminary Technical Stormwater Memorandum

Date: September 26, 2025
To: City of Camas
Community Development Department
616 NE 4th Avenue
Camas, WA 98607
From: Colin Shackelford, P.E.

AKS Job No.: **11021**

RE: Lacamas Village Preliminary Stormwater Report – PA24-13
(Lots 1, 2, & 7 of the Urban Village Short Plat – SP20-02 & FP21-04)

This memorandum serves to address the stormwater design and mitigation for the Lacamas Village Subdivision, as shown on the development plans in Appendix B. Proposed stormwater runoff from the development will be conveyed to facilities that have been designed under an approved Final Drainage Analysis report completed by Olson Engineering in 2020 for Tract A and Tract B of the Green Mountain Urban Village Short Plat (UVSP), (SP20-02 & FP21-04). The Lacamas Village Subdivision proposes to develop three lots (Lots 1, 2, and 7) of the UVSP in the City of Camas. The project is located within the Northeast ¼ of Section 20 and 21, Township 2 North, Range 3 East, Willamette Meridian, Clark County (parent parcel numbers for UVSP are 986037-656 and 172559-000, see Appendix A for general location map). The Lacamas Village project consists of 12.70 acres within the UVSP.

Basis of Design Assumption

The basis of design for the Lacamas Village Subdivision (PA24-13) assumes that the UVSP Stage 2 and Stage 3 construction plans are either under construction or approved for construction prior to final engineering approval of the first phase for Lacamas Village Subdivision. The UVSP Tract A combined detention and wetpond facility was constructed in 2023, while the Tract B combined detention and wetpond facility is currently under construction. For the purposes of this preliminary stormwater report, the stormwater facilities within Tract A and Tract B are considered to be existing.

Existing Stormwater Facility Summary

The Final Drainage Analysis report, dated August 25th, 2020, was approved for the UVSP, prepared by Olson Engineering (MacKay Sposito). This final stormwater report summarized the design of the combined detention and wetpond facilities with phosphorus treatment for Tract A and Tract B. These facilities were designed and constructed following the 2019 Stormwater Management Manual for Western Washington (2019 SWMMWW). Tract A is designed to provide adequate storage volume and treatment capacity for "catchments 5D, 6D, and 7aD", an area approximately 22.17 acres in size. Tract B is designed to provide adequate storage volume and treatment capacity for "catchments 7bD and 8D" with an area of approximately 16.34 acres. These catchments and their areas are shown and summarized in Appendix C, the UVSP Developed Catchment Plan. The approved Final Drainage Analysis of UVSP addressed Minimum

Requirements #1 – #9 for the entirety of the short plat development. These facilities will be completed prior to the Lacamas Village development connection. The design assumptions presented in the original Final Drainage Analysis by Olson Engineering (MacKay Sposito) were reviewed for compliance with the current Department of Ecology 2024 Stormwater Management Manual for Western Washington (2024 SWMMWW). The existing detention and wetpond facilities in Tract A and Tract B of the UVSP meet the requirements for treatment and detention in accordance with the 2024 SWMMWW. No modifications to either stormwater facility are proposed as part of the Lacamas Village development.

Project Overview

The Lacamas Village project proposes to develop lots 1, 2, and 7 of the UVSP. Proposed improvements include residential attached and detached single-family homes, sidewalks, public and private streets, open spaces, and associated improvements. Stormwater facilities constructed with the Lacamas Village development will only include runoff collection and conveyance systems that will subsequentially drain to the UVSP combined detention and wetpond facilities in Tracts A and B. These combined facilities have been designed to meet water quality and quantity standards as required by the City of Camas, and meets requirements of the 2024 SWMMWW.

Minimum Requirements

The project proposes greater than 5,000 sf of new plus replaced hard surfaces and is required to meet minimum requirements #1 - #9. Minimum requirements #4 - #9 have been met by the previously approved Final Drainage Analysis report for UVSP. Minimum requirements #1 - #3 will be met with the construction approval of the proposed Lacamas Village development, and meeting the City of Camas requirements.

Summary of Proposed Revisions to Approved Basins

Revisions have been made to the boundaries of the original catchment basins 7aD and 7bD. These revisions were required to maintain the pervious and impervious areas flowing to the UVSP Tract A and Tract B wetpond facilities. These revisions are shown on the Revised Basin Plan in Appendix D and summarized below in Table 1.

Table 1: Development Catchment Areas Summary

Catchment Basin	Storm Facility	Green Mountain UVSP Land Use Description	Green Mountain UVSP Basin Area (ac)	Land Use Description with Lacamas Village	Basin Area with Lacamas Village (ac)
7aD	Tract A	Impervious (85%)	10.099	Impervious (84%)	10.010
		Pervious (15%)	1.782	Pervious (16%)	1.871
7bD	Tract B	Impervious (85%)	11.953	Impervious (84.5%)	11.883
		Pervious (15%)	2.110	Pervious (15.5%)	2.180

Conclusion

In summary, the boundary revisions proposed with the Lacamas Village project will meet the design assumptions made with the approved drainage report done by Olson Engineering in 2020 (SP20-02/FP21-04). All applicable minimum requirements are met with the proposed development per the 2024 Stormwater Management Manual for Western Washington and City of Camas requirements. A final areas analysis will be provided in the final technical information report and engineering plans, that addresses the proposed changes to the catchment basin boundaries.

Sincerely,



Colin J. Shackelford, P.E.
AKS ENGINEERING & FORESTRY, LLC
9600 NE 126th Ave, Suite 2520
Vancouver, WA 98682
(360) 882-0419 |shackelfordc@aks-eng.com

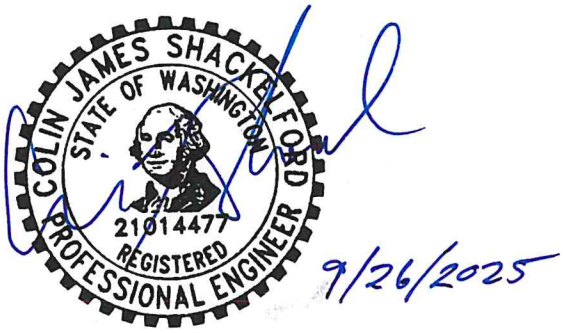
Enclosures:

- Certificate of the Engineer
- Appendix A: General Location Map
- Appendix B: Preliminary Development Plans
- Appendix C: GMUVP Developed Catchment Plan
- Appendix D: Revised Basin Plan
- Appendix E: City of Camas Stormwater Sewer System Operations & Maintenance (O&M) Manual

Certificate of the Engineer

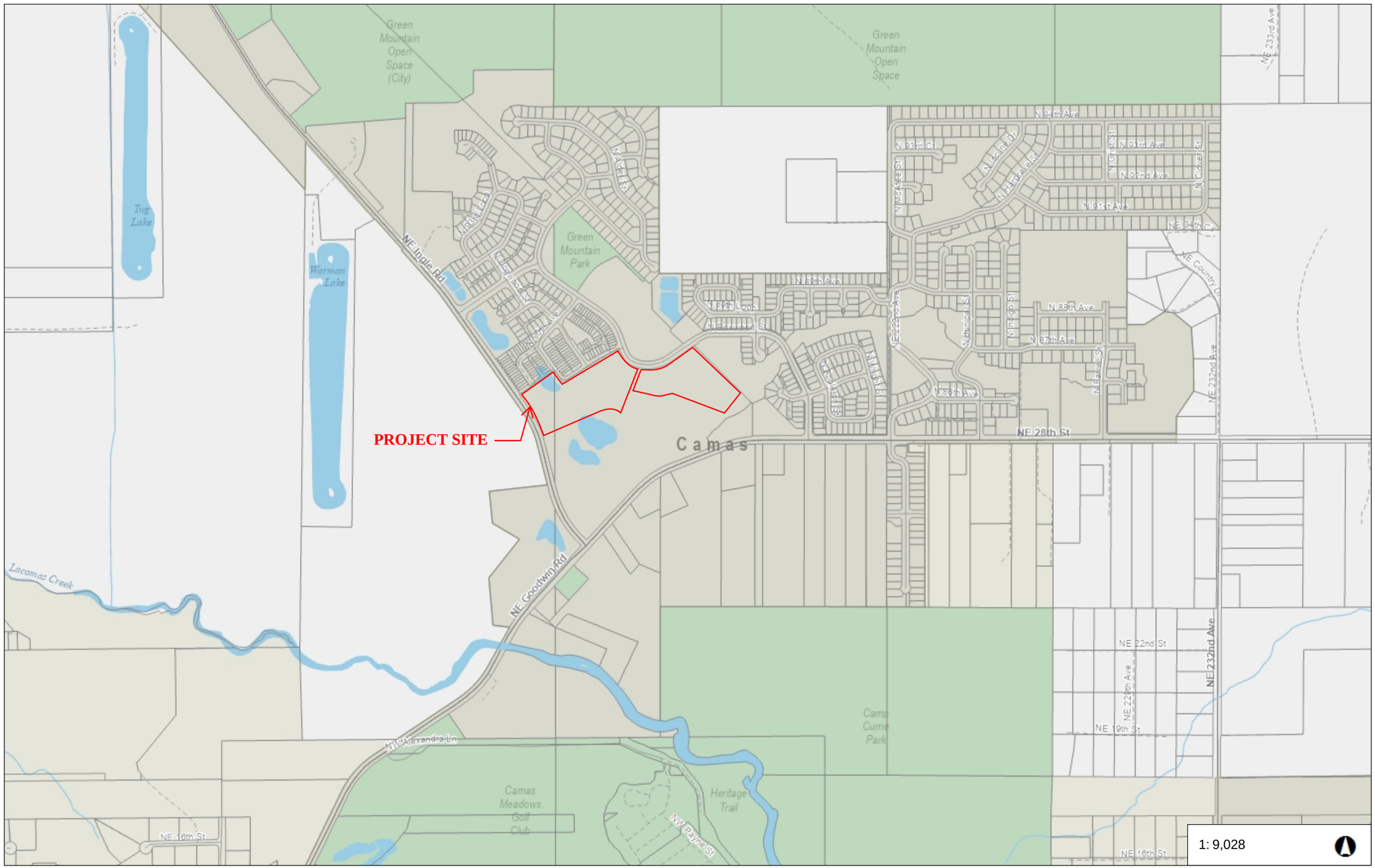
Lacamas Village
Camas, Washington
Preliminary Technical Stormwater Memorandum

This Preliminary Stormwater Report 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.



Appendix A: Vicinity Maps

Vicinity Map





Legend

- Taxlots

Notes:

1: 9,028

0.3 0 0.14 0.3 Miles

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: Development Plans

GENERAL NOTES

1. UTILITIES SHOWN FOR THE NE 87TH AVENUE AND N HUERTA DRIVE ARE ASSUMED EXISTING FOR THE PURPOSES OF THIS PLAN. THESE UTILITIES WILL BE CONSTRUCTED WITH URBAN VILLAGE SHORT PLAT (UVSP) STAGE 2 AND STAGE 3 UNDER A SEPARATE COVER.
2. TRACT B POND TO BE CONSTRUCTED WITH UVSP STAGE 2. CONNECTION TO THE POND CONVEYANCE WILL ONLY OCCUR WITH APPROVAL FROM CITY.
3. CONTOUR INTERVAL IS 1 FOOT.
4. TREES ARE NOT SHOWN.
5. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THIS DEVELOPMENT HAVE BEEN DESIGNED AND CONSTRUCTED WITH THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02). EXISTING FACILITIES WILL BE OWNED AND MAINTAINED BY THE HOA.
6. ACCORDING TO CLARK COUNTY GIS, THE SITE IS NOT WITHIN OR ADJACENT TO A 100-YEAR FLOODPLAIN OR SHORELINE MANAGEMENT AREA.
7. THERE ARE NO KNOWN EXISTING ON-SITE STORMWATER FACILITIES.
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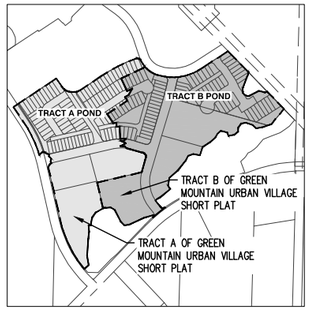
    STORM MAIN: 12" MIN. DIAMETER
    CATCH BASIN LEADS: 10" MIN. DIAMETER
    SINGLE-FAMILY STORM LATERALS: 6" DIAMETER

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.



STORMWATER BASIN OVERVIEW MAP
N.T.S

LEGEND

- EXISTING GROUND CONTOUR (1 FT) — 352
- EXISTING GROUND CONTOUR (5 FT) — 350
- FINISHED GRADE CONTOUR (1 FT) — 352
- FINISHED GRADE CONTOUR (5 FT) — 350
- DRAINAGE FLOW DIRECTION
- DISTURBED LIMITS

N

SCALE: 1" = 40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"

PARCEL NO. 986058-421

N BOXWOOD STREET
N 89TH AVENUE
N EAGLET STREET
SOUTH PRIVATE AVENUE
N 88TH PLACE
N HUERTA DRIVE
N FAWN LOOP
NE INGLE ROAD
NE 87TH AVENUE
ALLEY 1
ALLEY 2
ALLEY 3
TRACT C PRIVATE STREET
TRACT D OPEN SPACE
TRACT E OPEN SPACE
TRACT F OPEN SPACE
TRACT G PRIVATE STREET
TRACT J ALLEY
TRACT K OPEN SPACE
TRACT L OPEN SPACE
TRACT N OPEN SPACE
TRACT Q OPEN SPACE & PARKING

12" STORMWATER MAIN (TYP)
STORMWATER LATERAL (TYP)
STORMWATER CATCH BASIN (TYP)
STORMWATER MH (TYP)
STORMWATER CLEAN OUT (TYP)
12" STORMWATER STUB (TYP)
CONNECT TO EXISTING 12" STORMWATER STUB
EXISTING STORMWATER LATERAL
EXISTING STORMWATER MANHOLE (TYP)
EXISTING STORMWATER MAIN (TYP)
EXISTING STORMWATER MANHOLE

LOT 3 URBAN VILLAGE SP
LOT 4 URBAN VILLAGE SP
LOT 5 URBAN VILLAGE SP
LOT 6 URBAN VILLAGE SP

SEE SHEET P7.1
SEE SHEET P7.1
SEE SHEET P7.1

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VANCOUVER, WA 98682
360.882.0419
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PRELIMINARY STORMWATER PLAN (WEST)

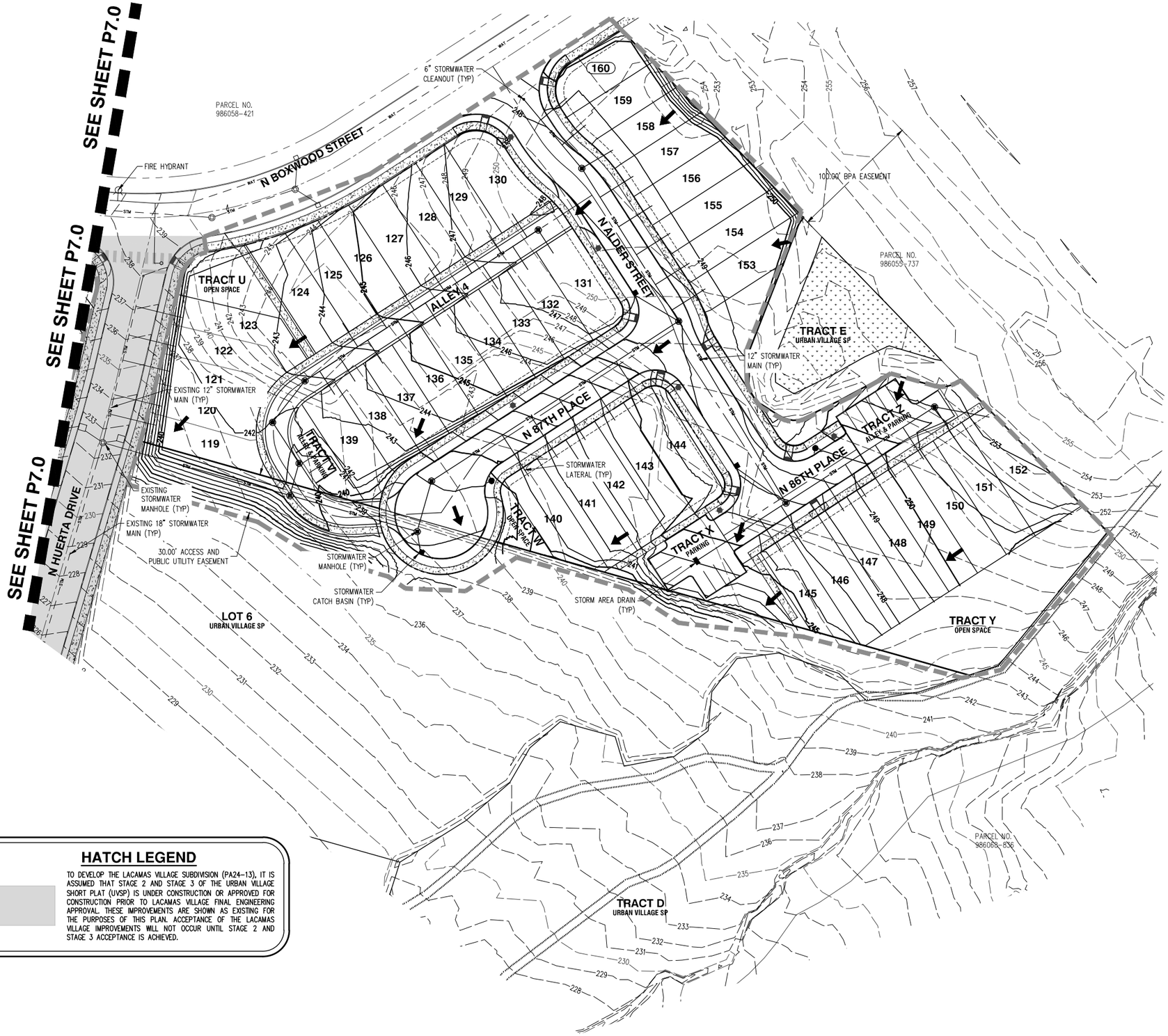
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON



JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P7.0

AKS DRAWING FILE: 11021 P7.0 STORM.DWG | LAYOUT: P7.0



N

SCALE: 1"= 40 FEET

40 0 8 20 40

ORIGINAL PAGE SIZE: 22" x 34"

LEGEND

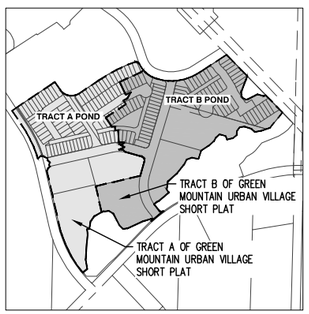
EXISTING GROUND CONTOUR (1 FT)	352
EXISTING GROUND CONTOUR (5 FT)	350
FINISHED GRADE CONTOUR (1 FT)	352
FINISHED GRADE CONTOUR (5 FT)	350
DRAINAGE FLOW DIRECTION	→
DISTURBED LIMITS	

GENERAL NOTES

1. UTILITIES SHOWN FOR THE NE 87TH AVENUE AND N HUERTA DRIVE ARE ASSUMED EXISTING FOR THE PURPOSES OF THIS PLAN. THESE UTILITIES WILL BE CONSTRUCTED WITH URBAN VILLAGE SHORT PLAT (UVSP) STAGE 2 AND STAGE 3 UNDER A SEPARATE COVER.
2. TRACT B POND TO BE CONSTRUCTED WITH UVSP STAGE 2. CONNECTION TO THE POND CONVEYANCE WILL ONLY OCCUR WITH APPROVAL FROM CITY.
3. CONTOUR INTERVAL IS 1 FOOT.
4. TREES ARE NOT SHOWN.
5. STORMWATER TREATMENT AND DETENTION FACILITIES FOR THIS DEVELOPMENT HAVE BEEN DESIGNED AND CONSTRUCTED WITH THE GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT (SP20-02). EXISTING FACILITIES WILL BE OWNED AND MAINTAINED BY THE HOA.
6. ACCORDING TO CLARK COUNTY GIS, THE SITE IS NOT WITHIN OR ADJACENT TO A 100-YEAR FLOODPLAIN OR SHORELINE MANAGEMENT AREA.
7. THERE ARE NO KNOWN EXISTING ON-SITE STORMWATER FACILITIES.
8. EXISTING DRAINAGE FLOW ROUTES ARE TO THE SOUTH AND WEST TOWARDS EXISTING STORMWATER FACILITIES INSTALLED WITH THE URBAN VILLAGE SHOR PLAT.
9. PROPOSED DRAINAGE FLOW ROUTES TO FOLLOW EXISTING FLOW ROUTES TO EXTENT POSSIBLE, WITH STORMWATER DISCHARGED FROM STORMWATER FACILITIES INTO EXISTING DITCHES TO THE WEST ALONF NE GOODWIN ROAD
10. ROOF AREAS FOR ALL LOTS DRAIN TO A STORMWATER LATERAL.
11. PRELIMINARY STORM SIZING LISTED BELOW TO BE FINALIZED DURING FINAL ENGINEERING:
    STORM MAIN: 12" MIN. DIAMETER
    CATCH BASIN LEADS: 10" MIN. DIAMETER
    SINGLE-FAMILY STORM LATERALS: 6" DIAMETER

HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.



STORMWATER BASIN OVERVIEW MAP

N.T.S

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PRELIMINARY STORMWATER PLAN (EAST)

LACAMAS VILLAGE

WOLLAM & ASSOCIATES

CAMAS, WASHINGTON

GRANT JAMES SHACKELFORD
STATE OF WASHINGTON
21,911
NOT FOR CONSTRUCTION
PROFESSIONAL ENGINEER
REGISTERED

JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

AKS DRAWING FILE: 11021 P7.0 STORM.DWG | LAYOUT: P7.1

Appendix C: Pre-Developed Basin Map



Catchment	Storm Facility	Description	Area (acres)
5D	Tract 'A'	Impervious (74%)	6.022
		Pervious (26%)	2.163
6D	Tract 'A'	Roads Mod.	1.327
		SG3 Lawn, Mod.	0.779
7aD	Tract 'A'	Impervious (85%)	10.099
		Pervious (15%)	1.782
7bD	Tract 'B'	Impervious (85%)	11.953
		Pervious (15%)	2.110
8D	Tract 'B'	Impervious (85%)	1.937
		Pervious (15%)	0.342
9D	StormFilter Catchbasins	Impervious (85%)	1.219
		Pervious (15%)	0.222

Table G2: Hydrologic parameters used in developed catchment analysis

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CLIENT:

TERRELL & ASSOCIATES, LLC ET AL
17933 NW EVERGREEN PARKWAY, SUITE 300
BEAVERTON, OR 97006
ATTN: JOHN SCHMIDT
PH: (503) 597-7100
FAX: (503) 597-7149
EMAIL: john.schmidt@metlandgroup.com

WWHM DEVELOPED CATCHMENT PLAN FOR:

GREEN MOUNTAIN URBAN VILLAGE STORMWATER FACILITIES

OLSON ENGINEERING INC. — LAND SURVEYORS / ENGINEERS
222 E. EVERGREEN, VANCOUVER, WA 98660 — 360-695-1385 — 503-289-9936

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PETER A. TUCK — 31817 — REGISTERED PROFESSIONAL ENGINEER

08/24/2020

CHANGES / REVISIONS

DESCRIPTION:	DATE:

DESIGNED: RWP
DRAWN: RWP
CHECKED: PAT
DATE: JULY 2020
SCALE: H: 1"=100'
GREEN MOUNTAIN URBAN VILLAGE STORMWATER FACILITIES
JOB NO.: 8938.01.06

SHEET
2 OF 2

Appendix D: Post-Developed Basin Map



CATCHMENT	STORM FACILITY	URBAN VILLAGE SP DESCRIPTION	URBAN VILLAGE SP AREA (AC)	PROPOSED DESCRIPTION W/ LACAMAS VILLAGE	PROPOSED AREA (AC) W/ LACAMAS VILLAGE	HATCH LEGEND
7aD	TRACT A	IMPERVIOUS (85%)	10.099	IMPERVIOUS (84%)	10.010	
		PERVIOUS (15%)	1.782	PERVIOUS (16%)	1.871	
7bD	TRACT B	IMPERVIOUS (85%)	11.953	IMPERVIOUS (84.5%)	11.883	
		PERVIOUS (15%)	2.110	PERVIOUS (15.5%)	2.180	

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POST-DEVELOPED REVISED BASIN PLAN
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

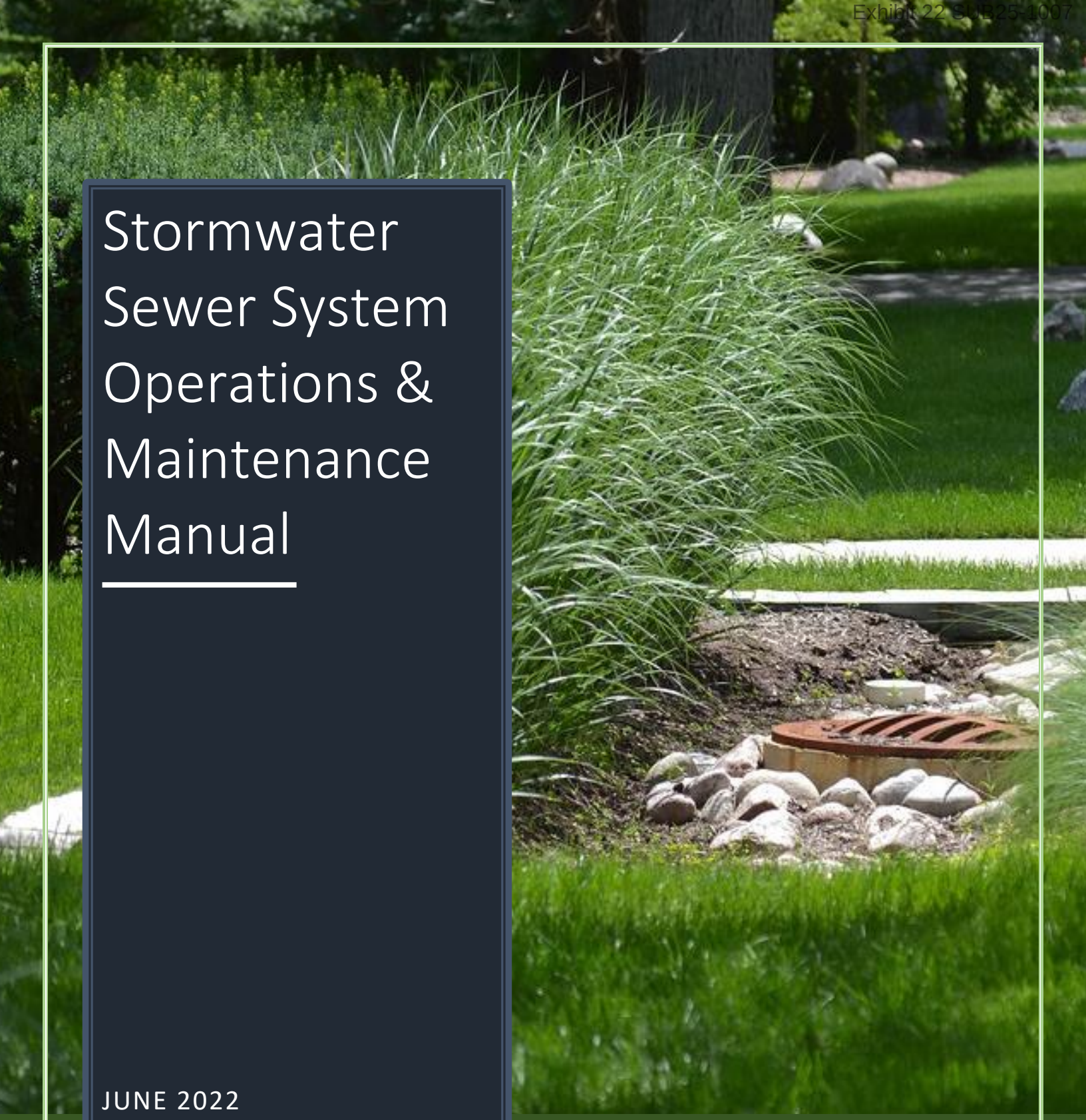
PRELIMINARY NOT FOR CONSTRUCTION

JOB NUMBER:	11021
DATE:	6/24/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

BM 310

AKS DRAWING FILE: 11021 20250624 REVISED BASIN MAP.DWG | LAYOUT: POST-DEV

Appendix E: City of Camas Stormwater Sewer Operations & Maintenance (O&M)Manual



Stormwater Sewer System Operations & Maintenance Manual

JUNE 2022

City of Camas
Stormwater Division | Public Works

City of Camas WASHINGTON

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Introduction

Background

All public and privately owned, roads, parking lots, residential developments, commercial or industrial developments, or school facilities have various components that make up a storm system. These components consist of conveyance pipes, catch basins, manholes, roadside ditches, stormwater facilities (such as bioswales, detention ponds, wet ponds, treatment filters, etc.), landscaping and any other structure that collects, conveys, controls, and/or treats stormwater. Regardless of the component, all storm systems eventually discharge into 'waters of the state' which are streams, rivers, lakes, and wetlands.

Under the Federal Clean Water Act (FCWA) and in compliance with the Department of Ecology's NPDES Phase II Permit, 'waters of the state' are to be protected from contamination. This in turn protects threatened and endangered species under the Federal Endangered Species Act (FESA).

One way to protect 'waters of the state' is to provide the proper maintenance of all storm system components. It is the responsibility of the City of Camas (City) to ensure that all components of the public storm system be properly maintained and operated. The City is responsible for those components that are located within the City's right-of-way, such as the conveyance pipes, manholes, catch basins, roadside ditches, and stormwater facilities. A large part of the stormwater facilities in the City are privately owned and maintained by the property owners. These property owners include, but are not limited to, Homeowners Associations (HOAs), school district, businesses, and commercial/industrial site owners.

Purpose

This manual is intended to help, both public and private stormwater facility maintenance operators, meet the requirements of City Municipal Code 14.02.090 for proper maintenance and operation of the various storm system components. Proper maintenance will help to assure that:

- Stormwater facilities operate as they were designed;
- Storm systems are cleaned of the pollutants that they trap, such as sediment and oils, so that storm systems are not overwhelmed and become pollutant sources;
- Pollutant sources are removed, or minimized, prior to entering the storm system.

Along with keeping a site from flooding, properly maintained storm system can help reduce surface water and groundwater pollution. Most sites have some type of stormwater control component designed to limit the environmental and flooding damage caused by stormwater runoff. These components require more labor intensive maintenance than a system of pipes and catch basins.

Manual Layout

This manual is broken out into various best management practice (BMP) maintenance components. For each BMP maintenance component, this manual will:

- Briefly describe the component type, e.g. facility or activity.
- Describes potential maintenance issues and/or problems.
- Describes conditions when maintenance is required.
- Minimum performance standards and suggested maintenance methods.

Additional information may be found in other manuals, such as the Washington Department of Ecology's *Stormwater Management Manual for Western Washington (SWMMWW), Vols. V*, and Ecology's LID manual.

Inspection of a stormwater facility will determine if conditions require a maintenance action. The maintenance standard is not the required condition at all times. Exceeding a condition, between inspections and/or maintenance, does not automatically constitute a violation of these standards. The inspection and maintenance schedules should be adjusted to minimize the length of time that a facility is in a condition that requires maintenance.

Emergent Treatment Technologies

Some stormwater treatment facilities are designed and installed with emerging technologies that are not standard at the time of their installation. If not found in this manual, a treatment facility may be an emerging technology approved by Washington Department of Ecology; the maintenance standards can be found at Emerging Stormwater Treatment Technologies.

Mosquito Control

Mosquitoes are annoying and sometimes pose a serious risk to public health. They can transmit diseases such as West Nile Virus and equine encephalitis. Above-ground stormwater facilities should be designed to allow water to flow through or infiltrate in less than 48 hours. Presence of mosquitos in a stormwater facility may indicate a clogged outlet, compromised infiltration capacity, or other defect that should trigger inspection and may require maintenance.

If mosquitos are identified during a stormwater facility maintenance or inspection and are a concern, a request to the Clark County Mosquito Control District for service or information regarding mosquito control can be made online at Mosquito Control District or at the 24-hour request line, 360-397-8430.

Material Disposal and Spills

The disposal of waste, e.g. sediment or standing water, from the maintenance of the stormwater facilities and storm system components shall be conducted in accordance with federal, state, and local regulations, including the Solid Waste Handling Standards chapter 173-350 WAC, Minimum Functional Standards for Solid

Waste Handling chapter 173-304 WAC and Appendix IV-B: Management of Street Waste Solids and Liquids of the SWMMWW. Dangerous waste must be handled following, Dangerous Waste Regulations chapter 173-303 WAC. Vegetation to be recycled and disposed of at local receptacle locations.

For major spills, coordinate removal/cleanup with the City at 360-817-1563 and notify Department of Ecology at 360-407-6300.

Vegetated Facilities

Biofiltration Swale

Biofiltration swales use grass or other dense vegetation to filter sediment and oily materials out of stormwater. Usually, they look like flat-bottomed channels with grass growing in them. As water passes through the vegetation, pollutants are removed through the effects of filtration, infiltration and settling.

See SWMMWW Appendix V-A, Table V-A.8 for biofiltration swale maintenance standards. If available, reference record drawings for seed mix and groundcover replacements, or see SWMMWW BMP T9.10, Tables V-7.3 and V-7.4. Presence of cattails is a sign that that there is water ponding and the facility is not functioning as design. Cattails will need to be removed and further investigation may be required.



Wet Biofiltration Swale

A wet biofiltration swale is a variation of basic biofiltration swale for use where the centerline slope is slight, groundwater table are high, or a continuous low base flow is likely to result in wet soil conditions for long periods of time. Where continuously wet soil exceeds about 2 weeks, typically grasses will die. Thus, vegetation specifically adapted to wet soil conditions is needed. Different vegetation requires modification of several of the design and maintenance requirements from the basic biofiltration swale.

See SWMMWW Appendix V-A, Table V-A.9 for wet biofiltration swale maintenance standards. If available, reference record drawings for seed mix and groundcover replacements, or see SWMMWW BMP T9.20, Table V-7.5. Removal of cattail is required when vegetation is crowded out by very dense clumps of cattails, prevents water flow, or alters the designed functionality.



Filter Strip

Filter strips are linear strips of grass that remove sediment and oils from stormwater by filtering it. Stormwater is treated as it sheet flows across the filter strip. Usually, filter strips are placed along the edge of linear paved areas, such as parking lots and roads. Where designed filter strips are installed; road shoulders should only be graded to maintain level flow off the road.

See SWMMWW Appendix V-A, Table V-A.10 for filter strip maintenance standards. If available, reference record drawings for seed mix replacement, or see SWMMWW BMP T9.10, Table V-7.3.



Detention Pond

Detention pond facilities are designed to hold and slowly release stormwater by use of a pond with a specially designed control structure. Styles vary greatly from well-manicured to natural appearing. Generally, native vegetation is preferred for reduced maintenance and enhance wildlife habitat. Some facilities are designed to appear as natural water bodies or are in a park-like setting.

See SWMMWW Appendix V-A, Table V-A.1 for detention pond maintenance standards. If available, reference record drawings for seed mix replacement, or see SWMMWW BMP D.1, Table V-12.3. Removal of cattail is required when vegetation is crowded out by very dense clumps of cattails, prevents water flow, or alters the designed functionality.



Wet Pond

A wet pond is an open basin that retains a permanent pool of water year-round or only during the wet season. The volume of the wet pond allows sediment and other pollutants to settle out of the runoff. Wetland vegetation is typically planted within the wet pond to provide additional treatment through nutrient removal. Detention quantity control can be provided with additional temporary storage volume above the permanent pool elevation.

See SWMMWW Appendix V-A, Table V-A.11 for wet pond maintenance standards. If available, reference record drawings for seed mix and plants replacement, or see SWMMWW BMP D.1, Table V-12.3 for seed mix and BMP T10.10, Table V-8.1 for plants. Removal of cattail is required when vegetation is crowded out by very dense clumps of cattails, prevents water flow, or alters the designed functionality.



Infiltration Facility

Infiltration facilities dispose of water by holding it in an area where it can soak into the ground. These are open facilities that may either drain rapidly and have grass bases or have perpetual ponds where water levels rise and fall with stormwater flows. Infiltration facilities may be designed to handle all of the runoff from an area or they may overflow and bypass larger storms.

Since the facility is designed to pass water into the ground, generally after passing through a sediment trap/manhole, anything that can cause the base to clog will reduce the performance and is a large concern. Generally, infiltration basins are managed like detention ponds, but with greater emphasis on maintaining the capacity to infiltrate stormwater.

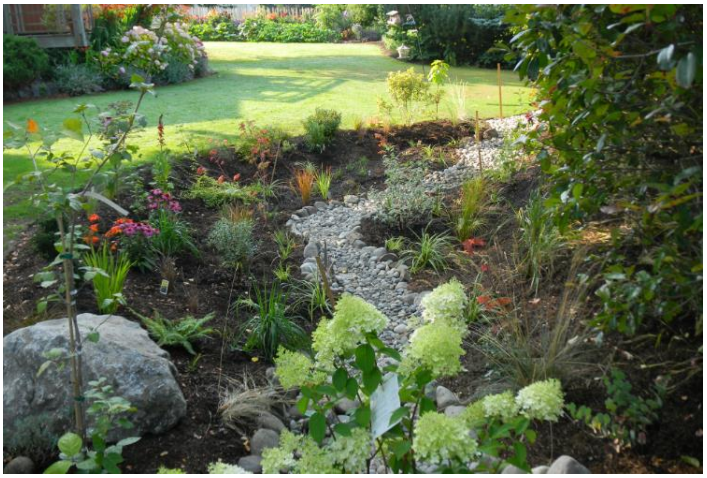
See SWMMWW Appendix V-A, Table V-A.2 for infiltration facility maintenance standards. If available, reference record drawings for seed mix replacement, or see SWMMWW BMP D.1, Table V-12.3. Removal of cattail is required when vegetation is crowded out by very dense clumps of cattails, prevents water flow, or alters the designed functionality.



Rain Garden

Rain gardens are non-engineered, shallow, landscaped depressions with compost-amended soils and adapted plants. The depression temporarily stores stormwater runoff from adjacent areas. Some or all the influent stormwater passes through the amended soil profile and into the underlying native soil. Stormwater that exceeds the storage capacity is designed to overflow to an adjacent drainage system.

If available, reference record drawings for plant replacements, or see Rain Garden Handbook for Western Washington, Appendix A for recommendation on rain garden plants. Presence of cattails is a sign that that there is water ponding and the facility is not functioning as design. Cattails will need to be removed and further investigation may be required.



Rain Garden			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
General	Trash and Debris	Evidence of trash and debris	Remove trash and debris
Side slopes	Erosion	Persistent soil erosion on slopes	Replenish mulch areas throughout rain garden - on the sides and bottom of the rain garden and around the perimeter (and on berm if applicable).
Bottom area	Sediment	Visible sediment that reduces drainage rate	Remove sediment accumulation
		Sediment deposited from water entering the rain garden	Remove sediment, determine the source, and stabilize area
	Leaves	Matted accumulation of leaves reducing drainage rate	Remove leaves
Ponded water	Ponding	Ponded water remains for more than 3 days after the end of a storm	Remove sediment, leaf litter and/or debris accumulation
Pipe inlet/outlet	Pipe	Water is backing up in pipe	Clear pipes of sediment and debris with snake and/or flush with water
		Damaged or cracked drain pipes	Repair or seal cracks, or replace as needed
Inlet rock pad	Erosion	Rock or cobble is removed, missing and flow is eroding soil.	Replace rock and reestablish pad
Weeds	Weeds	Weeds are present	Remove weeds and apply mulch after weeding
Vegetation	Dying Vegetation	Dying, dead or unhealthy plants	Remove diseased plants or plant parts and dispose, then replace
	Sight Distance	Vegetation reduces sight distances and sidewalk	Keep sidewalks and sight distances on roadways clear
	Blockage	Vegetation is crowding inlets and outlets	Remove vegetation crowding inlets and outlets
	Poor Vegetation Growth	Yellowing, poor growth, poor flowering, spotting or curled leaves, weak roofs, or stems	Test soil to identify specific nutrient deficiencies.
			Do not use synthetic fertilizers
			Consider selecting different plant for soil conditions
Mulch	Bare Soil	Bare spots are present or mulch depth less than 2 inches	Supplement mulch with hand tools to a depth of 2 to 3 inches, keep mulch away from woody stems.

Bioretention

Bioretention facilities are engineered facilities that store and treat stormwater by filtering it through a specified soil profile. Water that enters the facility ponds in an earthen depression or other basin (e.g., concrete planter) before it infiltrates into the underlaying bioretention soil. Stormwater that exceeds the surface storage capacity overflow to an adjacent drainage system. Treated water is either infiltrated into the underlying native soil or collected by an underdrain and discharged. An underdrain system can be comprised of perforated or slotted pipe, wrapped in an aggregate blanket.

See SWMMWW Appendix V-A, Table V-A.21 for bioretention maintenance standards. If available, reference record drawings for plant replacements, or see LID Technical Guidance Manual for Puget Sound, Appendix 1 for plant recommendations. Presence of cattails is a sign that that there is water ponding and the facility is not functioning as design. Cattails will need to be removed and further investigation may be required.



Conveyance Ditch

Ditches are often manmade open-channels that convey stormwater runoff. These ditches are maintained to prevent localized flooding.



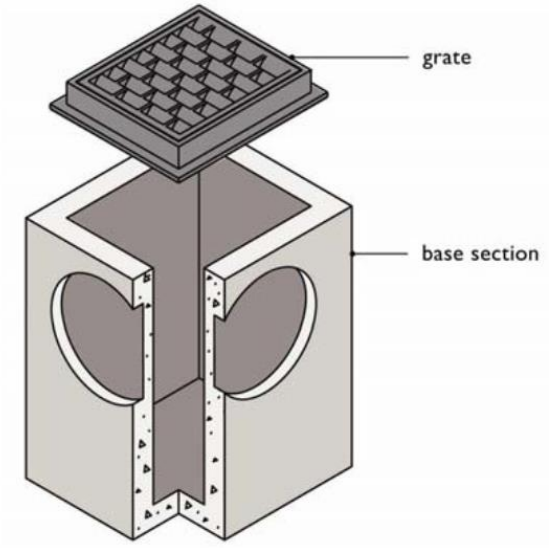
Conveyance Ditch			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
General	Sediment	Sediment exceeds 20% of ditch depth or affects the historic or designed hydraulic capacity.	Remove sediment deposits. When finished, ditch should be level from side to side and drain freely in intended direction.
	Standing Water	Excessive standing water in ditch between storms due to ditch not draining freely	If possible, repair cause of poor drainage. This may include but is not limited to the following activities: remove sediment or trash blockages, improve grade of ditch.
	Eroded or Unstable Side Slopes	When grass is sparse, bare or eroded, patches occur in more than 20% of the ditch	Determine why grass growth is poor and correct that condition. Replant with plugs of grass at eight-inch intervals or reseed. If cause is excessive moisture replace grass with wetland plantings.
	Vegetation	Grass is excessively tall (greater than 15 inches). Nuisance weeds and other vegetation start to take over ditch.	Mow vegetation and/or remove nuisance vegetation so that flow is not impeded. Grass should be mowed to a height of 3 to 4 inches.
	Bare Soil	Poor vegetation coverage.	Reseed poor vegetation areas. Reference "Low Grow" seed mix, see SWMMWW BMP C120 Table II-3.4
	Inlet/Outlet Pipes or Culverts	Inlet/outlet area clogged with sediment and/or debris	Remove material so that there is no clogging or blockage in the inlet and outlet area
	Trash and Debris	Any trash and debris which exceed 1 cubic feet per 1,000 square feet. In general, there should be no visual evidence of dumping.	Remove trash and debris from ditch.
	Erosion/Scouring	Eroded or scoured ditch bottom	Permanently stabilize ditch bottom

Stormwater Structures

Catch Basin

A catch basin is an underground concrete structure with a slotted grate that collects stormwater runoff and route it through the underground pipes. Catch basins typically provide a sump below the outlet pipe to allow sediment and debris to settle out of the stormwater runoff. Some catch basins are fitted with a spill control device such as an inverted elbow on the outlet pipe to control grease or oils. The most common tool for cleaning catch basins is a vactor truck which is used to remove sediment and debris from the sump. The sediment and oils if not removed from the catch basins have the potential to pollute downstream waterbodies. Unless you have Occupational Safety and Health Administration (OSHA) approved confined space training and equipment, never enter a catch basin. There is a considerable risk of poisonous gas and injury.

See SWMMWW Appendix V-A, Table V-A.5 for catch basin maintenance standards.



Field/Ditch Inlet

An inlet is a concrete, plastic or steel structure fitted with a slotted grate to collect stormwater runoff and route through underground pipes. A field inlet has a flat grate, and a ditch inlet has an angled grate. These inlets typically provide a sump below the outlet pipe to allow sediment and debris to settle out of the stormwater runoff. Some of these inlets are fitted with a spill control device such as an inverted elbow on the outlet pipe to control grease or oils. The most common tool for cleaning out the inlet is a vactor truck which is used to remove sediment and debris from the sump. The sediment and oils if not removed from the inlet has the potential to pollute downstream water bodies. Unless you have OSHA approved confined space training and equipment, never enter an inlet. There is a considerable risk of poisonous gas and injury.



Field Inlet

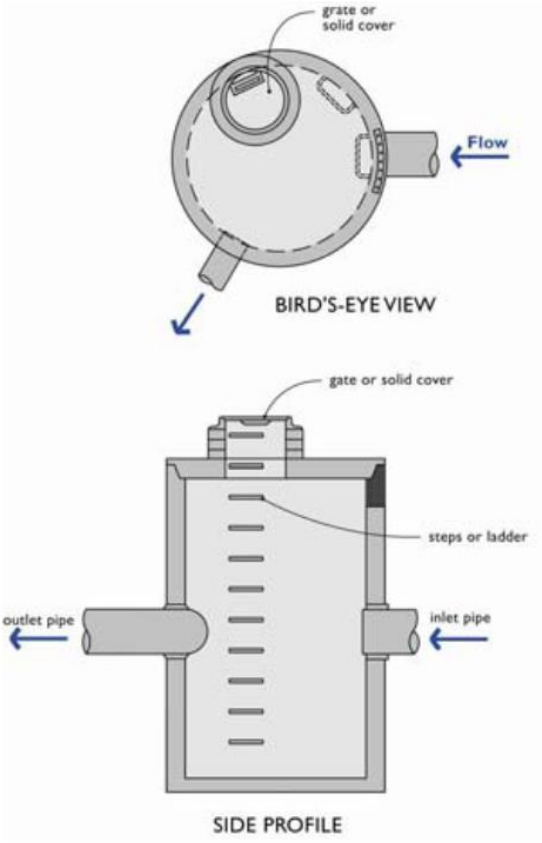


Ditch Inlet

Field Inlet/Ditch Inlet			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
General	Trash & Debris	Trash or debris blocking inletting capacity by more than 10%.	Remove trash or debris blocking grate opening.
		Dead animals or vegetation that could generate odors that could cause complaints or dangerous gases (e.g., methane).	Remove dead animals or vegetation present within the field/ditch inlet.
	Sediment	Sediment has accumulated to within six inches of the invert of the lowest pipe	Remove sediment
	Structure Damage to Frame and/or Top Slab	Top slab has holes larger than 2 square inches or cracks wider than 1/4 inch.	Repair top slab to be free of holes and cracks.
		Frame not sitting flush on top slab, i.e., separation of more than 3/4 inch of the frame from the top slab. Frame not securely attached	Make adjustments so that frame is sitting flush on the riser rings or top slab and is firmly attached.
	Fractures or Cracks in Field Inlet Walls/Bottom	Grout fillet has separated or cracked wider than 1/2 inch and longer than 1 foot at the joint of any inlet/outlet pipe or any evidence of soil particles entering catch basin through cracks.	Regrout pipe and secure at field inlet wall.
	Settlement/ Misalignment	If failure of field inlet has created a safety, function, or design problem.	Replace or repair field inlet to design standards.
	Vegetation	Vegetation growing across and blocking more than 10% of the inlet opening.	Remove vegetation blockage from basin opening.
	Contamination and Pollution	Any evidence of oil, gasoline, contaminants, or other pollutants	Identify and remove source. Notify City at (360) 817-1567.
Metal Grates	Grate Not in Place	Grate is missing or only partially in place. Any open field inlet requires maintenance.	Replace missing grate, cover field inlet
	Grate opening Unsafe	Grate with opening wider than 7/8 inch.	Repair grate opening
	Damaged or Missing.	Grate missing or broken member(s) of the grate.	Replace missing grate or repair broken member(s)

Manhole

Manholes are large cylindrical underground structures usually set at storm sewer pipe connections. Manholes are used in storm sewer system at any change in direction, slope, pipe material or pipe size. Some manholes have sumps and fitted with stormwater flow control structures such as orifices or weirs. Unless you have OSHA approved confined space training and equipment, never enter a manhole. There is a considerable risk of poisonous gas and injury.

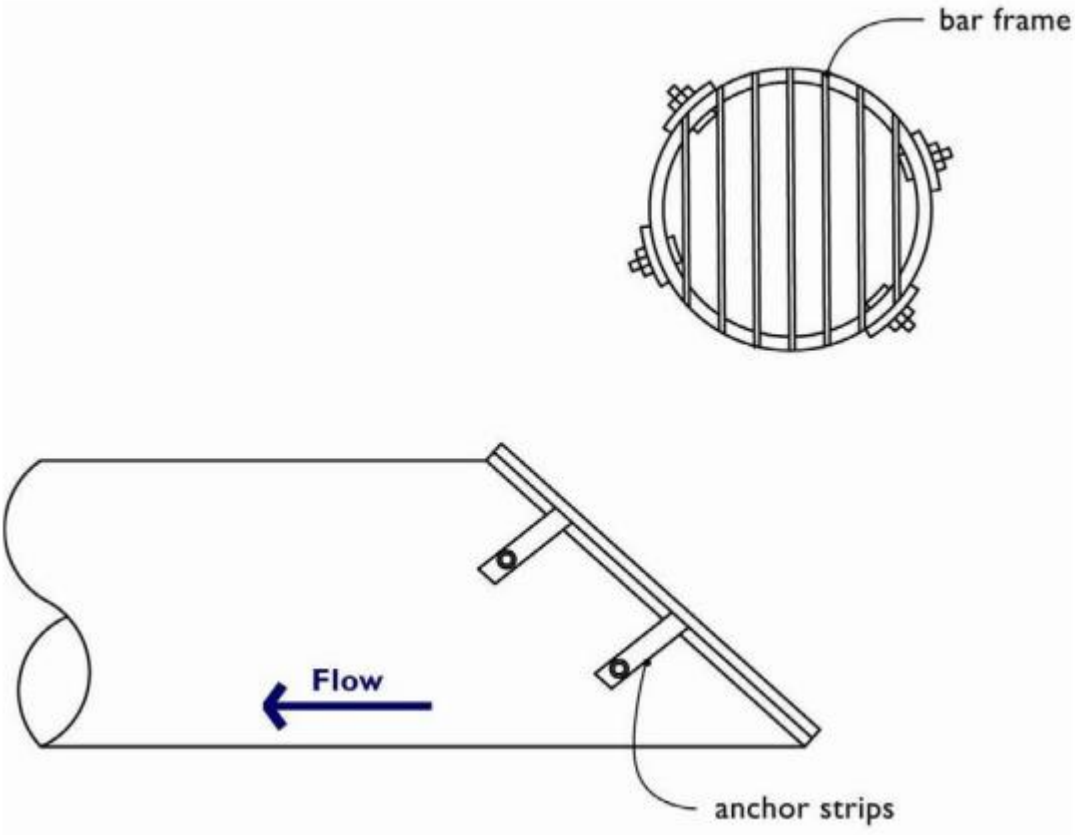


Manhole			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
General	Trash and Debris	Trash or debris has accumulated to within six inches of the invert of the lowest pipe.	Remove all trash or debris from manhole.
		Trash or debris in any inlet or outlet pipe blocking more than 1/3 of its height.	Remove trash or debris from inlet and outlet pipes.
	Sediment	Sediment has accumulated to within six inches of the invert of the lowest pipe.	Remove all sediment from manhole
	Structure Damage to Frame and/or Top Slab	Top slab has holes larger than 2 square inches or cracks wider than 1/4 inch.	Repair top slab to be free of holes and cracks.
		Frame not sitting flush on top slab, i.e., separation of more than 3/4 inch of the frame from the top slab. Frame not securely attached	Make adjustments so that frame is sitting flush on the riser rings or top slab and is firmly attached.
	Fractures or Cracks in Manhole Walls/Bottom	Grout fillet has separated or cracked wider than 1/2 inch and longer than 1 foot at the joint of any inlet/outlet pipe or any evidence of soil particles entering manhole through cracks.	Regrout pipe and secure at manhole wall.
	Settlement/ Misalignment	If failure of manhole has created a safety, function, or design problem.	Replace or repair manhole to design standards.
Cover	Cover Not in Place	Cover is missing or only partially in place. Any open manhole requires maintenance.	Replace missing cover, cover manhole.
	Locking Mechanism Not Working	Mechanism cannot be opened by one maintenance person with proper tools. Bolts into frame have less than 1/2 inch of thread.	Repair opening mechanism
	Cover Difficult to Remove	One maintenance person cannot remove lid after applying normal lifting pressure.	Make adjustments so that one maintenance person can remove the manhole cover.
Ladder	Ladder Rungs Unsafe	Ladder is unsafe due to missing rungs, not securely attached to basin wall, misalignment, rust, cracks, or sharp edges.	Repair or replace ladder to meet design standards and allow maintenance person safe access.
Control Structure/Flow Restrictor	See Control Structure/Flow Restrictor		

Debris Barrier

Debris barriers and trash racks are barred covers to pipe openings. They prevent large objects from entering pipes and keeps pets and people out of the pipes as well.

See SWMMWW Appendix V-A, Table V-A.6 for debris barrier maintenance standards.



Profile View

Sediment Trap

A sediment trap is a concrete structure typically fitted with slotted grate or multiple slotted grates. The concrete structure provides a storage volume (sump) below the outlet pipe to allow sediment and debris to settle out of the stormwater runoff. A sediment trap can be a fully enclosed concrete structure (above or below ground) with a sump, inlet pipe(s) and outlet pipe.



Sediment Trap			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
General	Trash and Debris	Trash and debris which is located immediately in front of the sediment trap opening or is blocking the inlet capacity of the basin by more than 10%	Remove trash and debris
		Dead animals or vegetation that could generate odors that could cause complaints or dangerous gases (e.g., methane).	Remove dead animals or vegetation present within the sediment trap.
	Sediment (non-enclosed structure)	Sediment depth exceeds 2 inches.	Remove sediment
	Sediment (enclosed structure)	Sediment depth within 6 inches from lowest invert	Remove sediment
	Fractures or Cracks in Sediment Trap	Grout fillet has separated or cracked wider than 1/2 inch and longer than 1 foot at the joint of any inlet/outlet pipe or any evidence of soil particles entering sediment trap through cracks.	Regrout pipe and secure at sediment trap wall.
	Settlement/ Misalignment	If failure of sediment trap has created a safety, function, or design problem.	Replace or repair sediment trap to design standards.
	Vegetation	Vegetation growing across and blocking more than 10% of the sediment trap opening	Remove vegetation
	Contaminants and Pollution	Any evidence of oil, gasoline, contaminants, or other pollutants	Remove contaminants and/or pollutants. (Coordinate removal/cleanup with local water quality response agency)
Slotted Grate	Trash and Debris	Trash and debris that is blocking more than 20% of the grate surface inlet capacity	Remove trash and debris from grate
	Damaged or Missing Grate	Grate missing or broken member(s) of the grate	Replace or repair grate to design standards.
Cover (enclosed structure)	Cover Not in Place	Cover is missing or only partially in place.	Replace missing cover
	Cover Difficult to Remove	One maintenance person cannot remove lid after applying normal lifting pressure or latch broken	Make adjustments so that one maintenance person can remove the cover and/or repair broken latch.

Energy Dissipater

Energy dissipaters are critical for preventing erosion at storm drain outfalls. There are a variety of designs, including wire gabion baskets, rock splash pads, trenches, and specially designed pools or manholes. They are installed on or near the inlet or outlet to a closed pipe system to prevent erosion at these locations.

See SWMMWW Appendix V-A, Table V-A.7 for energy dissipater maintenance standards.



Discharge Point

Stormwater facility discharge points may convey drainage from the stormwater facility into open channels, ditches, ponds, wetlands, streams, or lakes. Stormwater facility discharge points need to be assessed to make sure stormwater is not causing any negative impacts to these drainage areas.



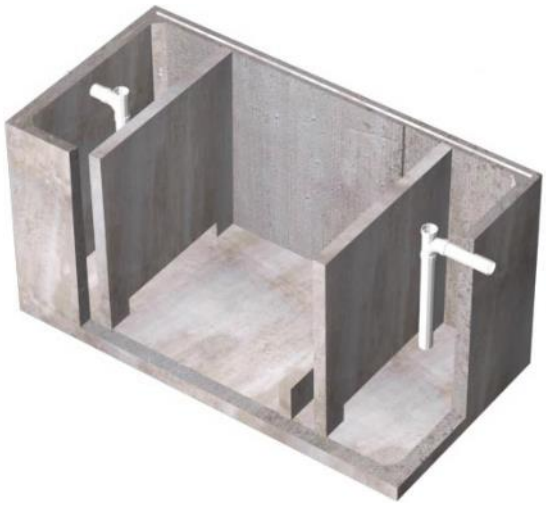
Discharge Point			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
Monitoring	Contaminants and Pollution	Any evidence of oil, gasoline, sewage, contaminants, or other pollutants	Identify and remove source. The effluent discharge should be clear and free of odor. Notify City at (360) 817-1567.
	Ditch or Stream Banks Eroding	Erosion, scouring, or head cuts in ditch or stream banks downstream of facility discharge point due to flow channelization or higher flows.	Stabilize ditch or stream banks. Report to City for engineer evaluation.
General	Missing or Moved Rock	Only one layer of rock exists above native soil in an area five square feet or larger, or any exposure of native soil	Replace or repair rock pad to design standards
	Erosion	Soil erosion in or adjacent to rock pad	Replace or repair rock pad to design standards
	Sediment	Sediment blocking 20% of the pipe diameter	Remove sediment
	Obstructions	Roots or debris enters pipe or deforms pipe, reducing flow	Remove roots from pipe by mechanical methods; do not use root-dissolving chemicals in storm sewer pipes. If necessary, remove vegetation over the line.
	Pipe Rusted or Deteriorated	Any part of the piping that is crushed or deformed excessively or any other failure to the piping	Repair or replace pipe
Energy Dissipater	See Energy Dissipater		

Oil/Water Separators

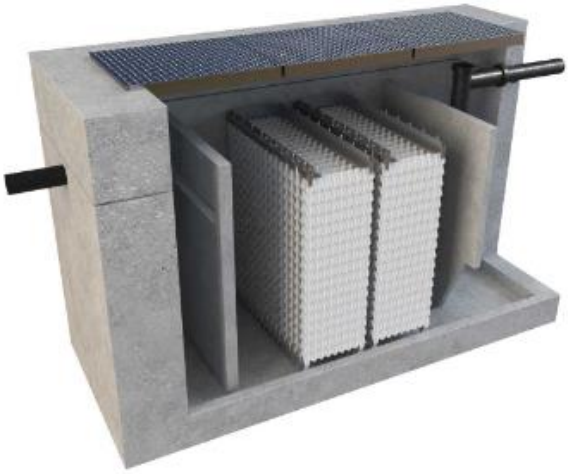
An oil/water separator is an underground vault that treats stormwater by mechanically separating oil from water. The oil rises to the surface and floats on the water and sediment settles to the bottom. Oil/water separators are typically utilized in locations where high oil concentrations in the stormwater runoff are anticipated (e.g., service and fuel stations). Oil/water separators are most commonly used as the first pretreatment facility in a series of stormwater management facilities.

These facilities have special problems for maintenance and should be serviced by contractors. The main issues are working in confined spaces and properly handling any sludge and oil cleaned from vaults or oil/water separators. Manufacturer's recommendations for maintenance should be followed at a minimum.

See SWMMWW Appendix V-A, Table V-A.16 for baffle oil/water separator maintenance standards and Table V-A.17 for coalescing plate oil/water separator maintenance standards.



Baffle Oil/Water Separator

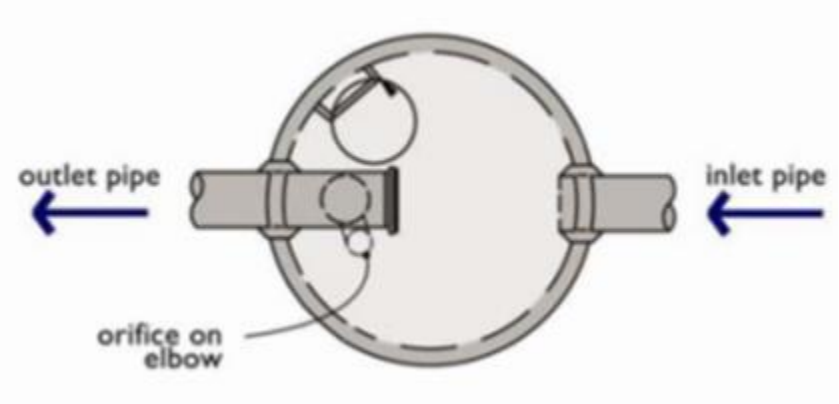


Coalescing Plate Oil/Water Separator

Flow Control Structures/Flow Restrictors

Flow control structures and flow restrictors direct or restrict flow in or out of facility components. Outflow controls on detention facilities are a common example where flow control structures slowly release stormwater at a specific rate. The flow is regulated by a combination of orifices (holes with specifically sized diameters) and weirs (plates with rectangular or 'V' shaped notch). Lack of maintenance of the control structure can result in the plugging of an orifice. If these flow controls are damaged, plugged, bypassed, or not working properly, the facility could overtop or release water too quickly.

See SWMMWW Appendix V-A, Table V-A.4 for control structure/flow restrictor maintenance standards.



Plan View

Storm Sewer Pipe

Storm sewer pipes convey stormwater. Storm pipes are constructed of many different types of materials and are sometimes perforated to allow groundwater to be collected by the storm system. Storm pipes are cleaned to remove sediment or blockages when problems are identified. Storm pipes must be clear of obstructions and breaks to prevent localized flooding.



Storm Sewer Pipe			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
General	Obstructions, Including Roots	Obstruction exists in pipe, reducing flow capacity	Remove obstruction. Use mechanical methods. Do not put root-dissolving chemicals in storm sewer pipes. If necessary, remove the vegetation over the line.
	Pipe Dented or Broken	Inlet/outlet pipe damaged or broken	Repair or replace pipe
	Pipe rusted or deteriorated	Any part of the piping that is crushed or deformed excessively or any other failure to the piping	Repair or replace pipe
	Sediment and Debris	Sediment or debris depth is greater than 15% of the pipe diameter	Clean pipe. Evaluate source of sediment upstream of the pipe and stabilize if possible.
	Broken Trash Screen	Trash screen is broken or missing parts	Repair or replace trash screen
	Contaminants and Pollution	Any evidence of oil, gasoline, contaminants, or other pollutants	Identify and remove source. Notify City at (360) 817-1567.

Closed Detention System

A closed detention system functions similarly to a detention pond but with the storage volume provided by an underground structure. The structure is typically constructed of large diameter pipe, plastic chamber structure or a concrete vault. These systems are typically utilized for sites that do not have space available for an above-ground system and are more commonly associated with commercial sites.

Underground detention systems are enclosed spaces where harmful chemicals and vapors can accumulate. Therefore, the maintenance of these facilities should be conducted by an individual trained and certified to work in hazardous confined spaces.

See SWMMWW Appendix V-A, Table V-A.3 for closed detention maintenance standards.



Drywell



Drywells are perforated, open-bottomed manholes used to infiltrate stormwater into the ground. While not the intended use, drywells trap sediment and some of the oil pollutants in stormwater runoff. Drywells are more likely to fill with oily sediment in areas that lack swales or other treatment facilities. Fine oil sediment can clog drywells and lead to localized street flooding. Also, pollutants discharged into drywells can migrate into groundwater. Drywells were often installed in closed topographic depressions, areas with will-drained soils, or areas having inadequate storm sewers. Often, drywells contain groundwater.

Drywell			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
General	Does not Dissipate Stormwater	Does not dissipate stormwater	Replace or repair
	Opening Clogged	Openings are clogged, reducing capacity	Clear openings or convert existing drywell to a sediment trap and install a new drywell or drainage trench. To convert to a sediment trap: grout holes, cover base with concrete, and add piping. Alterations to any storm facility cannot be done without approval from the City of Camas.
	Standing Water	Standing water indicates the drywell is into the groundwater table	Rebuild drywell to prevent stormwater from going directly into groundwater
	Trash and Debris	Trash or debris blocking any inlet or outlet pipe	Remove trash and debris
	Sediment	Sediment in drywell exceeds 60 percent of the depth below the lowest pipe	Remove sediment
	Structure Damage	Structure unsound	Replace or repair drywell to design standards.
	Contaminants and Pollution	Any evidence of oil, gasoline, contaminants, or other pollutants	Identify and remove source. Notify City at (360) 817-1567.
Cover	Cover Not in Place	Cover is missing or only partially in place.	Replace missing cover
	Cover Difficult to Remove	One maintenance person cannot remove cover after applying normal lifting pressure.	Make adjustments so that one maintenance person can remove the drywell cover.

Pond Leveler System

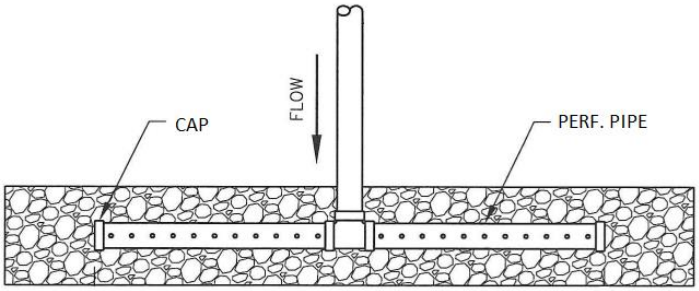
The pond leveler system consists of an intake cage and outlet pipe. This system is used to bypass beaver dams. The pond leveler system creates a permanent leak through the beaver dam that the beavers cannot stop.



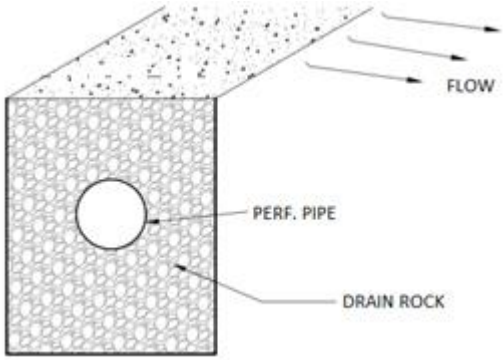
Pond Leveler			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
Intake Cage	Debris and sediment	Debris and sediment build up around cage	Remove debris and sediment build up around cage. Recommended tools: potato rake and a narrow, stiff shop broom.
	Structure	Broken cage, resulting in holes larger than 6" diameter.	Repair hole with similar cage material, attach with hog rings.
	Obstruction to inflow pipe	Debris obstructing pipe flow inside intake cage	Remove obstruction
Outflow Pipe	Obstruction	Debris obstructing outflow	Remove obstruction

Dispersion Trench

Dispersion trench are grave-filled trenches, which serve to spread runoff over vegetated pervious areas. This BMP reduce peak flows, provide some infiltration, and water quality benefits.



Plan View



Cross Section

Dispersion Trench			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
General	Trash and Debris	Any trash and debris which exceed 1 cubic feet per 1,000 square feet. In general, there should be no visual evidence of dumping.	Remove trash and debris from site.
	Poisonous Vegetation and noxious weeds	Any poisonous or nuisance vegetation which may constitute a hazard to maintenance personnel or the public. Any evidence of noxious weeds as defined by State or local regulations.	Remove noxious weeds. Compliance with State or local eradication policies required. Apply requirements of adopted IPM policies for the use of herbicides.
	Contaminants and Pollution	Any evidence of oil, gasoline, contaminants, or other pollutants	Identify and remove source. Notify City at (360) 817-1567.
	Rodent Holes	Any evidence of rodent holes.	Fill holes.
Perforated Pipe	Sediment and/or obstruction	Sediment and/or obstruction impeding the flow, causing backup	Remove sediment and/or obstruction

Special Facilities

Manufactured Media Filter

Manufacture media filters are passive, flow-through, stormwater treatment systems. They are comprised of manholes or vaults that house media-filled filter cartridges. Stormwater passes through a filtering medium, which traps particulates and/or absorb pollutants such as dissolved metals and hydrocarbons. Once filtered through the media, the treated stormwater is directed to a collection pipe or discharge to a pond or open channel drainage way.

The filter media can be housed in cartridge filters enclosed in concrete vaults or catch basins. Structures will have vault doors or manhole lids for maintenance access. Various types of filter media are available from different manufactures. Determine the type of filter media used and consult manufacturer for maintenance recommendations.

See SWMMWW Appendix V-A, Table V-A.15 for manufactured media filters maintenance standards.

Manufactured Media Filter – Additional Maintenance Standards			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
Below Ground Vault or Manhole	Sediment Accumulation in Vault (no first chamber)	Sediment depth exceeds 4-inches on vault floor.	Remove sediment from vault floor. May require replacing media cartridges, consult manufacturer.



Permeable Pavement

Permeable pavement is a paving system which allows rainfall to percolate through the surface into the underlying soil or an aggregate bed, where stormwater is stored and infiltrated to underlying subgrade, or removed by an overflow drainage system.

See SWMMWW Appendix V-A, Table V-A.22 for permeable pavement maintenance standards.



Modular Wetland

Modular wetlands linear is a biofiltration system that utilizes horizontal flow which allows for a smaller footprint, higher treatment capacity and design versatility. This system can be utilized downstream of storage for additional volume control and treatment. The modular wetland is contained in an underground vault that has different chambers containing media. Some modular wetlands can have plants growing out of it, but it is not required for the system to function. Once filtered through the media, the treated stormwater is directed to a collection pipe or discharge to a pond or open channel drainage way.



Modular Wetland			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
General	Missing or damaged components	Missing or damaged internal components or cartridges	Replace missing or repair damaged internal components or cartridges
Inlet or Outlet	Obstruction	Obstruction to inlet or outlet that impedes flow	Remove obstruction
Pretreatment Chamber	Floatables	Excessive accumulation of floatables, in which the length and width of the chamber is fully impacted more than 18"	Remove floatables
	Sediment	Excessive accumulation of sediment, more than 6"in depth	Remove sediment
Filter Cartridges	Sediment	Excessive accumulation of sediment on media, more than 85% clogged (blackish color)	Replace media
Vegetation (if applicable)	Overgrown	Overgrown vegetation	Trim/prune vegetation in accordance with landscaping and safety needs
Structure	Cracks in structure	Cracks wider than 1/2 inch or evidence of soil particles entering the structure through cracks	Repair cracks in vault

Tree Box Filter

Tree box filter is a stormwater treatment system incorporating high performance biofiltration media to remove pollutants from stormwater runoff.



Tree Box Filter			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
Inlet	Excessive sediment or trash accumulation	Accumulated sediments or trash impair free flow of water into system	Remove sediment and/or trash
Mulch cover	Trash and debris	Excessive trash and/or debris accumulation	Remove trash and/or debris.
	Standing water	Ponding of water over mulch due to excessive fine sediment accumulation or spill of petroleum oils	Remove mulch and replace, contact manufacturer for advice
Vegetation	Plant not growing or in poor condition	Soil/mulch too wet, evidence of spill, incorrect plant selection, pest infestation, vandalism to plants	Plants should be healthy and pest free, contact manufacturer for advice
	Plant growth excessive	Plants should be appropriate to the species and location	Trim/prune plants in accordance with landscaping and safety needs
Structure	Cracks in structure	Cracks wider than 1/2 inch or evidence of soil particles entering the structure through cracks	Repair cracks in vault

Miscellaneous Items

Fences, Gates and Water Quality Signs

Fences are installed around the perimeter of stormwater facilities as a means of protecting the public, as they restrict entrance to the facility. Gates are installed to allow for maintenance access. Gates will be secured, typically with a double lock system (daisy chain) that allows access to the City and to the property owner's maintenance crew.

Water Quality Signs are installed on the fences, or on sign poles, within public view as a means of educating the public as to the presence of a stormwater facility. These signs also have a number located in the upper right hand corner that is cross referenced, at the City, to an address and maintenance responsibility. The publicly owned storm facility signs are green and the privately owned storm facility signs are white.



Public Storm Sign (Green) **Private Storm Sign (White)**

Fence, Gate and Water Quality Sign			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
General	Gate or Fence Allows Unauthorized Entry	Openings in fence, missing gate, openings beneath fence allowing unauthorized access	Repaired gate and/or fence to prevent unauthorized access
	Locking Mechanism	Mechanism cannot be opened by one maintenance person with proper tools	Repair/replace lock
		No lock on gate, allows unauthorized entry	Add lock
	Damaged Parts	Posts out of plumb more than six inches	Plumb post
		Top rails of plump more than six inches	Repair top rails so that it is free of bends greater than 1 inch
	Erosion	Erosion has resulted in an opening under a fence that allows entry by people or pets	Replace soil under fence so that no opening exceeds 4 inches in height
	Sign	Sign is leaning more than 8 inches off vertical	Reset sign to plumb
		Sign is missing or 20% of surface is unreadable	Replace sign

Access Roads and Easements

Many stormwater facilities have access roads to bring in heavy equipment for facility maintenance. These roads are typically gravel and should be maintained for inspection access and ease of equipment entry. All facilities should allow access for the inspection process. The easement area should be adequately or otherwise stabilized. Bare soil areas will generate higher levels of stormwater runoff and increase erosion and sedimentation in stormwater facilities.

Access Road and Easements			
Maintenance Component	**Defect or Problem**	**Conditions When Maintenance Is Needed**	**Minimum Maintenance Required**
General	Erosion	Soils are bare or eroded	Seed or use other stabilization BMP
	Road Surface	Conditions of road surface may lead to erosion of the facility or limit access	Repair road
	Erosion of Ground Surface	Noticeable rills are seen in landscaped areas	Identify causes of erosion and implement BMPs to slow down/spread out the water. Fill, contour, and seed eroded areas. If needed, re-grade affected areas.
	Trash and Debris	Any trash and debris which exceed 1 cubic feet per 1,000 square feet. In general, there should be no visual evidence of dumping.	Remove trash and debris from site.
	Poisonous Vegetation and Noxious Weeds	Any poisonous or nuisance vegetation which may constitute a hazard to maintenance personnel or the public. Any evidence of noxious weeds as defined by State or local regulations.	Remove noxious weeds. Compliance with State or local eradication policies required. Apply requirements of adopted IPM policies for the use of herbicides.
	Tree Growth and Hazard Trees	Tree growth does not allow maintenance access or interferes with maintenance activity (i.e., slope mowing, silt removal, vactoring, or equipment movements). If dead, diseased, or dying trees are identified.	Remove hazardous tree that impede with maintenance access and activities. Remove trees that are damaging the pipe system and/or blocking drain inlet. Remove dead, diseased, or dying trees. Harvested trees should be recycled into mulch or other beneficial uses (e.g., alders for firewood).
	Weeds (Non-poisonous)	Weeds growing in more than 20% of the landscaped area (tree and shrubs only).	Remove weeds
	Insects	When insects such as wasps and hornets interfere with maintenance activities.	Destroy or remove insects from site. Apply insecticides in compliance with adopted IPM policies.

Pavement Sweeping

Pavement sweeping is performed as a means of removing sand, dirt, and litter from streets and curb gutters. Sweeping also reduces dust during dry weather. Pavement sweeping plays a large part in stormwater maintenance because it limits the amount of sediment washed into the municipal storm sewer system. The water quality procedure for street sweeping focuses on sediment removal and disposal. Reducing the amount of sediment washed into catch basins, curb inlets, detention facilities, drywells, and other facilities can save money because sweeping is generally cheaper that removing sediment from facilities. Sweeping also helps protect facilities from clogging with sediment.

Typically, the City sweeps the downtown area once a week and the whole city about three times per year. Most of the downtown area does not have water quality treatment. Pavement sweeping is the main source for pollution control.



Repair/Replacement Activities

Minor Culvert Repair (Not in a Stream)

This activity is for the replacement or repair of culverts and inlets. It applies only to structures that are in ditches that are specifically for storm drainage. These are ditches that do not carry water during dry weather. If there is any question about whether the ditch is a storm drain or a stream, consult with the Washington Department of Fish and Wildlife and the City of Camas Public Works Department.

Major Culvert Repair (at a Stream Crossing)

This activity is the replacement or repair of culverts and inlets bridging a stream or ditch with flowing water during dry weather. If there is any question about whether the ditch is a storm drain or a stream, consult the Washington Department of Fish and Wildlife and the City of Camas Public Works Department.

These projects must meet all regulatory requirements such as State Environmental Policy Act (SEPA), Shoreline Permit, Hydraulic Project Approval (HPA) and Flood Plain.



Vegetation Management

The City recognizes the special importance of the rivers, streams, wetlands, ponds, and stormwater control and treatment facilities. The sensitive nature of such habitat, their plant and animal communities, and their direct link with other waterways require that we establish specific policies to ensure their health. All landscape management decisions for controlling unwanted vegetation, diseases, and pests should follow the Integrated Pest Management (IPM) principles and decision-making rationale.

Integrated Pest Management (IPM) Principles

1. Correctly identify the pest problem and understand their life cycle. Refer to online resources such as Washington State Noxious Weed Control Board and Washington Invasive Species Council.
2. Every landscape has a population of some pest insects, weeds, and diseases. Once the pest has been identified and studied, determine if low levels of the pest are tolerable. Small numbers of certain pests may not be harmful. If this is the case, simply continue to monitor the pest population.
3. If pest exceed tolerance thresholds, choose a safe and effective control method.
    a. Cultural methods of vegetation and pest control are preferred and are first employed. Cultural control changes the pest's environment: landscape fabric, mulch, soil amendments, altering the irrigation method of duration, crop rotation, crop covers, etc.
    b. Mechanical means of vegetation and pest control are next in line of preference and are utilized where feasible. Mechanical means consist of digging, hand-pulling, mowing, tilling, trapping, etc.
    c. Biological methods of vegetation and pest control are considered before chemical means, where they are feasible. Biological control uses natural enemies: beneficial insects, managed grazing, bird boxes and perches, etc.
    d. Chemical methods are used only when no other feasible methods exist. Chemical control is the use of pesticides to remove vegetation and pests.
4. Observe and record the results of the control treatment. Evaluate the effectiveness. If necessary, modify maintenance practices to support a healthy landscape and prevent recurrence of the pest.

A licensed pesticide applicator is required for performing any chemical application in stormwater facilities. Applicators must be licensed in Washington State with an aquatic endorsement (WAC 16-228-1545). Applicator must submit a copy of their license to the City prior to starting work. Aquatic pesticide products are recommended. No chemical application shall be applied directly in the water. Do not apply pesticide when it is raining. Check the weather and ensure there are multiple dry days before and after application. Do not apply pesticide on windy days to prevent drift movement of pesticide from target areas.

For vegetated areas outside of stormwater facilities, Washington State pesticide application laws and rules are followed, Chapter 17.21 RCW and Chapter 16-228 WAC.

Plants and Groundcover

Use plants that will thrive in the growing conditions of each facility. Growing conditions are affected by moisture, soil conditions, and light. Plants native to western Washington are preferred. Recommended plants, seed mixes and groundcover list for biofiltration swales, bioretention systems, rain gardens, and other facility types are given in the respective BMP maintenance sections. It is best to reference the stormwater facility record drawings for vegetation replacements, if available. Fertilization of vegetated stormwater facilities should be avoided.

The City has adopted a list of approved plants for use in development projects, and to assist homeowners in choosing appropriate plantings. The list also has prohibited undesirable plants. Only plants approved for use on the City of Camas Plant Materials are allowed within the City's right-of-way.

Mulches and other ground coverings are useful during the installation and restoration of landscapes as well as their ongoing maintenance. Mulches meet a variety of needs. They suppress weeds, help to retain moisture around plants, reduce possible erosion and provide visual enhancement. Possible risk impacts to consider when using mulch are inadvertent introduction of non-native plants or migration of mulch material into waterways.

Possible scenarios where trees should be removed and/or trimmed in a stormwater facility (always check if the stormwater facility has a liner before tree removal):

- Trees that pose a risk to a stormwater structure due to root growth should be removed.
- Trees that are growing on spillways that would impede drainage should be removed.
- Hazardous trees should be removed.
- Trees/shrubs that hinder accessibility to access roads should be trimmed or removed.

References

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Washington State Recreation and Conservation Office. *Washington Invasive Species Council*. https://invasivespecies.wa.gov/

In re: Lacamas Village

) NO. SUB25-1007
)
) AFFIDAVIT OF MAILING
)
)
)
)
)
Respondent.)

STATE OF WASHINGTON)
) ss.
CLARK COUNTY)

I, Carey Certo, on oath says:

I, Carey Certo, on January 21, 2026, I directed a true and correct copy of the Notice of 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 22nd day of January, 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

HAWRYLO ROBERT S II & HAWRYLO LIDIA TRUSTEES
16758 LA MAIDA ST
ENCINO, CA 91436

HAWRYLO ROBERT S II & HAWRYLO LIDIA TRUSTEES
16758 LA MAIDA ST
ENCINO, CA 91436

CHADWICK STEPHANIE L & CHADWICK SCOTT
2619 NE GOODWIN RD
CAMAS, WA 98607

BAHU MARWAN A
212 SOWING OAK DR
SAN MARCOS, TX 78666

STATE OF WASHINGTON
1111 WASHINGTON ST SE
OLYMPIA, WA 98504

GORDON JOSEPH SCOTT
PO BOX 87178
VANCOUVER, WA 98687

COCKS BRITTANY NICHOLE & COCKS JACOB ROBERT
6432 N 87TH CT
CAMAS, WA 98607

LAMA YESHE YANGDON
6400 N 87TH CT
CAMAS, WA 98607

GREEN MOUNTAIN PH2 SOUTH HOA
11807 NE 99TH ST STE 1170
VANCOUVER, WA 98682

TENZIN LOBSANG
8777 N OTTER CIR
CAMAS, WA 98607

FREESE THAD V & FREESE SALLY KAYE TRUSTEES
2521 NE GOODWIN RD
CAMAS, WA 98607

TERRELL & ASSOC LLC ETAL
17933 NW EVERGREEN PL STE 300
BEAVERTON, OR 97006

COBURN JAMES A
21715 NE 28TH ST #A
CAMAS, WA 98607

COBURN JAMES A
21715 NE 28TH ST
CAMAS, WA 98607

TERRELL & ASSOC LLC ETAL
17933 NW EVERGREEN PL STE 300
BEAVERTON, OR 97006

KNAB WILLIAM THOMAS & KNAB KARLEE KAY
6435 N 87TH CT
CAMAS, WA 98607

LOBDELL PATRICK JOSEPH & LOBDELL TRISHA
6426 N 87TH CT
CAMAS, WA 98607

GREEN MOUNTAIN MASTER ASSOCIATION
8723 N APPLETON ST
CAMAS, WA 98607

CARDENAS SANTIAGO B & CARDENAS MONICA C
8765 N OTTER CIR
CAMAS, WA 98607

CITY OF CAMAS
616 NE 4TH AVE
CAMAS, WA 98607

STATE OF WASHINGTON
1111 WASHINGTON ST SE
OLYMPIA, WA 98504

PACIFIC POWER & LIGHT COMPANY
825 NE MULTNOMAH STE 1900
PORTLAND, OR 97232

STATE OF WASHINGTON
1111 WASHINGTON ST SE
OLYMPIA, WA 98504

BUMGARNER WESTLEY ALLEN & BUMGARNER GRETCHEN ELIZABETH
6323 N 87TH CT
CAMAS, WA 98607

DITTO RYDER DUNCAN & DITTO KELLIE MARIE ROOKS
6439 N 87TH CT
CAMAS, WA 98607

SAMAKYEL LLC
19704 26TH DR SE
BOTHELL, WA 98012

GREEN MOUNTAIN PH2 SOUTH HOA
11807 NE 99TH ST STE 1170
VANCOUVER, WA 98682

BROCK MATTHEW & BROCK HOLLY AMBER WALKINGTON
8781 N OTTER CIR
CAMAS, WA 98607

MONROE KATHRYN E TRUSTEE
8753 N OTTER CIR
CAMAS, WA 98607

TESH MAGGIE JIANG
5733 NW 25TH CIR
CAMAS, WA 98607

GREEN MOUNTAIN PH2C HOA
11807 NE 99TH ST STE 1170
VANCOUVER, WA 98682

GREEN MOUNTAIN PH2C HOA
11807 NE 99TH ST STE 1170
VANCOUVER, WA 98682

NIJIM CHAD H
600 S MARINA WAY UNIT C102
WASHOUGAL, WA 98671

ELZINGRE MARTIN DAVID &
ELZINGRE DIANE HILL
1945 NW LACAMAS DR
CAMAS, WA 98607

WHITE JOHN SEATON & WHITE
LAUREN TERESE
6702 N 89TH LP
CAMAS, WA 98607

GARCIA KAY ANN
6690 N 89TH LP
CAMAS, WA 98607

KOKKI TEEMU & KOKKI MERI
6684 N 89TH LOOP
CAMAS, WA 98607

HALSTEAD SHANE ONEIL &
HALSTEAD TERRI L
6676 N 89TH LP
CAMAS, WA 98607

SMILEY DANIEL JOSEPH
204 ARTHUR BLVD
YAKIMA, WA 98902

RUTHERFORD JAMES HARTWELL &
RUTHERFORD LORI ANN
VANDENBOS
6658 N 89TH LP
CAMAS, WA 98607

CHANG HANBYEOL & JUN YOUNGIN
6640 N 89TH LP
CAMAS, WA 98607

GILL GURSHARAN
1611 NW KLICKITAT ST
CAMAS, WA 98607

GREEN MOUNTAIN PH 2A HOA
11807 NE 99TH ST STE 1170
VANCOUVER, WA 98682

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GREEN MOUNTAIN PH 2A HOA
11807 NE 99TH ST STE 1170
VANCOUVER, WA 98682

AE GREEN MOUNTAIN LLC
13001 S 48TH ST
PAPILLION, NE 68133

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THRIVE AT GREEN MOUNTAIN HOA
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2521 NE GOODWIN RD
CAMAS, WA 98607

CITY OF CAMAS
616 NE 4TH AVE
CAMAS, WA 98607

NOTICE OF PUBLIC HEARING
Lacamas Village
(File No. SUB25-1007)

A public hearing will be held on **February 11, 2026, at 4 p.m.** or soon thereafter, before the City's Hearings Examiner to consider the Preliminary Plat application for the Lacamas Village Subdivision. The public hearing will be held remotely and in person at city hall, 616 NE 4th Avenue, Camas, WA 98607. The applicant proposes to subdivide the subject site into a 159-lot subdivision. The proposed subdivision will include approximately 113 detached single-family homes and 46 attached single-family homes. The 12.70-acre site is part of the Green Mountain Urban Village master plan with a high-density multi-family residential zoning designation. The site is located east of NE Ingle Road and north of NE Goodwin Road in the NW ¼ of Section 20 and 21 Township 2 North, Range 3 East, Camas, WA, Parcel Numbers: 986037656, 986070973 & 986070970. The application was determined technically complete on October 8, 2025.

Questions/Comments: 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 Community Development Department staff, Lauren Hollenbeck, Senior Planner, at Camas City Hall, 616 Northeast Fourth Avenue, Camas, WA 98607; (3) by phone at (360) 817-1568; or (4) by email to: communitydevelopment@cityofcamas.us. It is preferable that written comments be received at least five working days prior to the public hearing, in order to be available with the online agenda and materials. After the agenda has been posted online, all other written comments must be received no later than noon (12:00 p.m.) the day of the hearing, in order for those comments to be handed to the Hearings Examiner by Staff. Written and oral comments may also be submitted in person during the hearing.

Application Materials: The application included the following: project narrative, preliminary development plans, preliminary stormwater report, critical areas report, mailing labels, title report 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) 817-1591 for special accommodations 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 or hearing.

More Information: The public hearing agenda and supporting documents will be available for review on the City's website at the "Minutes, Agendas & Videos" link within the drop-down menu that is labeled "Your Government" or follow this link: http://www.cityofcamas.us/yourgovernment/minuteagendavideo.

Published in the Post Record on January 22, 2026 Legal Publication #1065330
Posted at Camas City Hall, Camas Library, City of Camas website at: http://www.cityofcamas.us
Mailed to property owners within 300-feet on January 21, 2026

Conceptual Site Plan



Vicinity Map



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(File No. SUB25-1007)

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Conceptual Site Plan

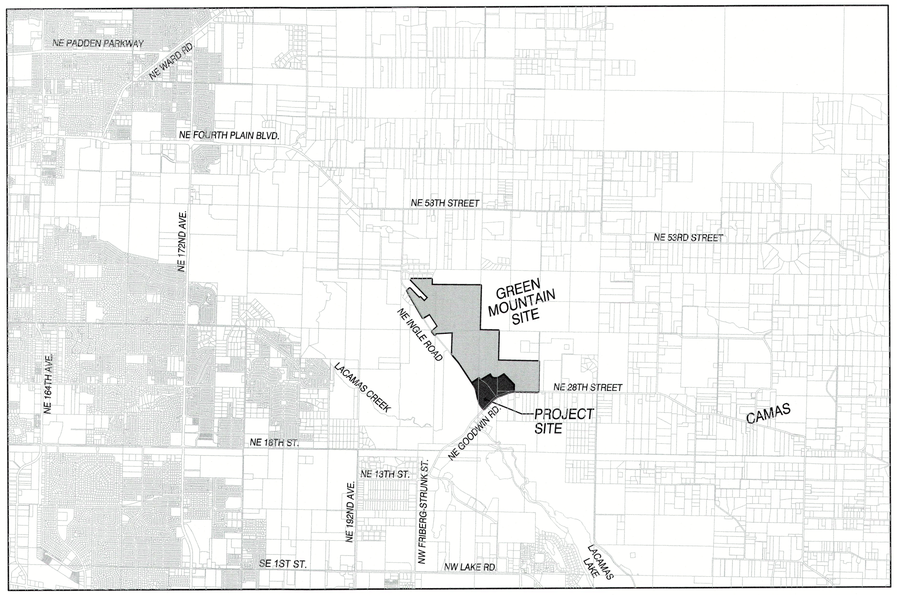


Vicinity Map



GREEN MOUNTAIN URBAN VILLAGE TRACT "B" (STAGE 2)

NW 1/4, SECTION 21, T2N, R3E, W.M.



VICINITY MAP

NTS

VERTICAL DATUM:
ELEVATIONS SHOWN HEREON ARE NGVD29 (47) A.K.A. CLARK COUNTY VERTICAL DATUM BASED ON TIES TO CLARK COUNTY BENCHMARKS:
LACAMAS-9, A CONCRETE MONUMENT WITH BRASS DISK, 25' NE OF CL OF BPA LINES OPPOSITE DRIVEWAY TO HOUSE #21917, 28' NORTH OF CL NE. 28TH STREET. ELEVATION=255.58
LACAMAS-8, A BRASS DISK IN SE CORNER OF WINGWALL OVER LACAMAS CREEK. ELEVATION=191.33

BENCHMARK:
SITE BENCHMARK NO. 1:
LACAMAS-9, A CONCRETE MONUMENT WITH BRASS DISK, 25' NE OF CL OF BPA LINES OPPOSITE DRIVEWAY TO HOUSE #21917, 28' NORTH OF CL NE. 28TH STREET. ELEVATION=255.58
SITE BENCHMARK NO. 2:
LACAMAS-8, A BRASS DISK IN SE CORNER OF WINGWALL OVER LACAMAS CREEK. ELEVATION=191.33

FIRE MARSHALL NOTES:
1) FIRE MARSHALL WITNESSED HYDRANT FLUSHING REQUIRED.
2) FLAG LOTS REQUIRE ADDRESS MONUMENT WHERE ACCESS LEAVES THE MAIN ROAD.
3) HUNDRED BLOCK DESIGNATIONS ON STREET SIGNS.
4) HYDRANT CHAINS ON 2-1/2" POSTS TO BE REMOVED.

LEGEND

	PERIMETER OF SITE
	RIGHT-OF-WAY LINE
	CENTERLINE OF ROAD
	FACE OF CURB
	LOT LINE
	EASEMENT LINE
STM	STORM SEWER LINE
STM	EXIST STORM SEWER
SAN	SANITARY SEWER LINE
FM	SANITARY SEWER FORCE MAIN
SAN	EXIST SANITARY SEWER
W	WATER SERVICE LINE
W	EXIST WATER LINE
123	GRADED CONTOUR LINE
123	EXIST CONTOUR LINE
	MANHOLE
	WATER VALVE AND BOX
	FIRE HYDRANT ASSEMBLY
	SANITARY CLEAN OUT
	CATCH BASIN
	THRUST BLOCK
	BLOW OFF
W	WATER SERVICE METER
T	TELEPHONE RISER
G	GAS RISER
E	ELECTRIC RISER
	UTILITY POLE
	UTILITY POLE W/ LIGHT
	SIGN POST

CITY OF CAMAS

CITY ENGINEER — DATE 9/12/25

REVISION NO.	SHEETS AFFECTED	INITIAL APPROVAL	DATE

NOTES:
1) LIGHTING LAYOUT PLANS TO BE SUBMITTED TO THE CITY OF CAMAS FOR REVIEW AND APPROVAL PRIOR TO SUBMITTAL TO CLARK PUD.
2) LIGHTING PLANS TO BE PER NEC.

SHEET INDEX:

C1.0) COVER SHEET
C1.1) STANDARD CONSTRUCTION NOTES & DETAILS
C1.2) STAGING PLAN
C2.0) EXISTING CONDITIONS SURVEY
C3.0) DEMOLITION PLAN (SW)
C3.1) DEMOLITION PLAN (NE)
C3.2) GRADING & EROSION CONTROL PLAN (SW)
C3.3) GRADING & EROSION CONTROL PLAN (NE)
C4.0) STREET PLAN (SW)
C4.1) STREET PLAN (NE)
C4.2) STREET SECTIONS (1 OF 2)
C4.3) STREET SECTIONS (2 OF 2)
C4.4) ADA RAMP PLAN
C5.0) STORM SEWER PLAN (SW)
C5.1) STORM SEWER PLAN (NE)
C5.2) STORMWATER FACILITY "B" PLAN, SECTIONS, & DETAILS
C5.3) STORM SEWER CULVERT CROSSING PLAN, PROFILE, & DETAILS
C5.4) STREET & STORM SEWER DETAILS
C5.5) STORM SEWER DETAILS
C6.0) SANITARY SEWER & WATER PLAN (SW)
C6.1) SANITARY SEWER & WATER PLAN (NE)
C7.0) PROFILE OF NE INGLE ROAD WIDENING (STA 67+50 TO 82+00)
C7.1) PROFILE OF NE GOODWIN ROAD WIDENING (STA 37+00 TO 49+00)
C7.2) PROFILE OF NE GOODWIN ROAD WIDENING (STA 49+00 TO 58+00)
C7.3) PROFILE OF N. 87TH AVE.
C7.4) PROFILE OF N. HUERTA DR.
C8.0) CITY OF CAMAS EROSION CONTROL DETAILS (1 OF 2)
C8.1) CITY OF CAMAS EROSION CONTROL DETAILS (2 OF 2)
C8.2) CITY OF CAMAS GRAVITY SEWER DETAILS
C8.3) CITY OF CAMAS WATER DETAILS
C8.4) CITY OF CAMAS STREET DETAILS (1 OF 2)
C8.5) CITY OF CAMAS STREET DETAILS (2 OF 2)
C8.6) CITY OF CAMAS STORM SEWER DETAILS (1 OF 2)
C8.7) CITY OF CAMAS STORM SEWER DETAILS (2 OF 2)

SS1.0) SIGNING & STRIPING PLAN (SW)
SS1.1) SIGNING & STRIPING PLAN (NE)
SS1.2) SIGNING & STRIPING DETAILS

LS1.0) WET POND BUFFER LANDSCAPE DETAIL PLANS FOR TRACT B
LS1.1) WET POND PLANTING PLAN FOR TRACT B
LS2.0) LANDSCAPE AND IRRIGATION DETAILS
LS2.1) CITY OF CAMAS LANDSCAPE DETAILS
LS3.0) LANDSCAPE AND IRRIGATION SPECIFICATIONS

CLIENT:
WOLLAM & ASSOCIATES
7701 NE GREENWOOD DRIVE,
SUITE 100
VANCOUVER, WA. 98662
ATTN: TERRY WOLLAM
PH: (360) 798-5820
EMAIL: terry@wollamassociates.com

COVER SHEET FOR:
GREEN MOUNTAIN MIXED URBAN VILLAGE TRACT "B" (STAGE 2)

OLSON ENGINEERING INC.
LAND SURVEYORS
ENGINEERS
222 E. EVERGREEN, VANCOUVER, WA 98660
360-695-1385
503-289-9036
A DIVISION OF MacKay Sposito

REGISTERED PROFESSIONAL ENGINEER — WILLIAM PAT — STATE OF WASHINGTON — 43703

03/21/2025

CHANGES / REVISIONS

DESCRIPTION:	DATE:

DESIGNED: RWP
DRAWN: RWP
CHECKED: PAT
DATE: MARCH 2025
SCALE: H: NTS V:

COPYRIGHT 2025, OLSON ENGINEERING, INC.

GREEN MOUNTAIN URBAN VILLAGE TRACT "B" (STAGE 2)
JOB NO.: 8938.01.02

SHEET
C1.0

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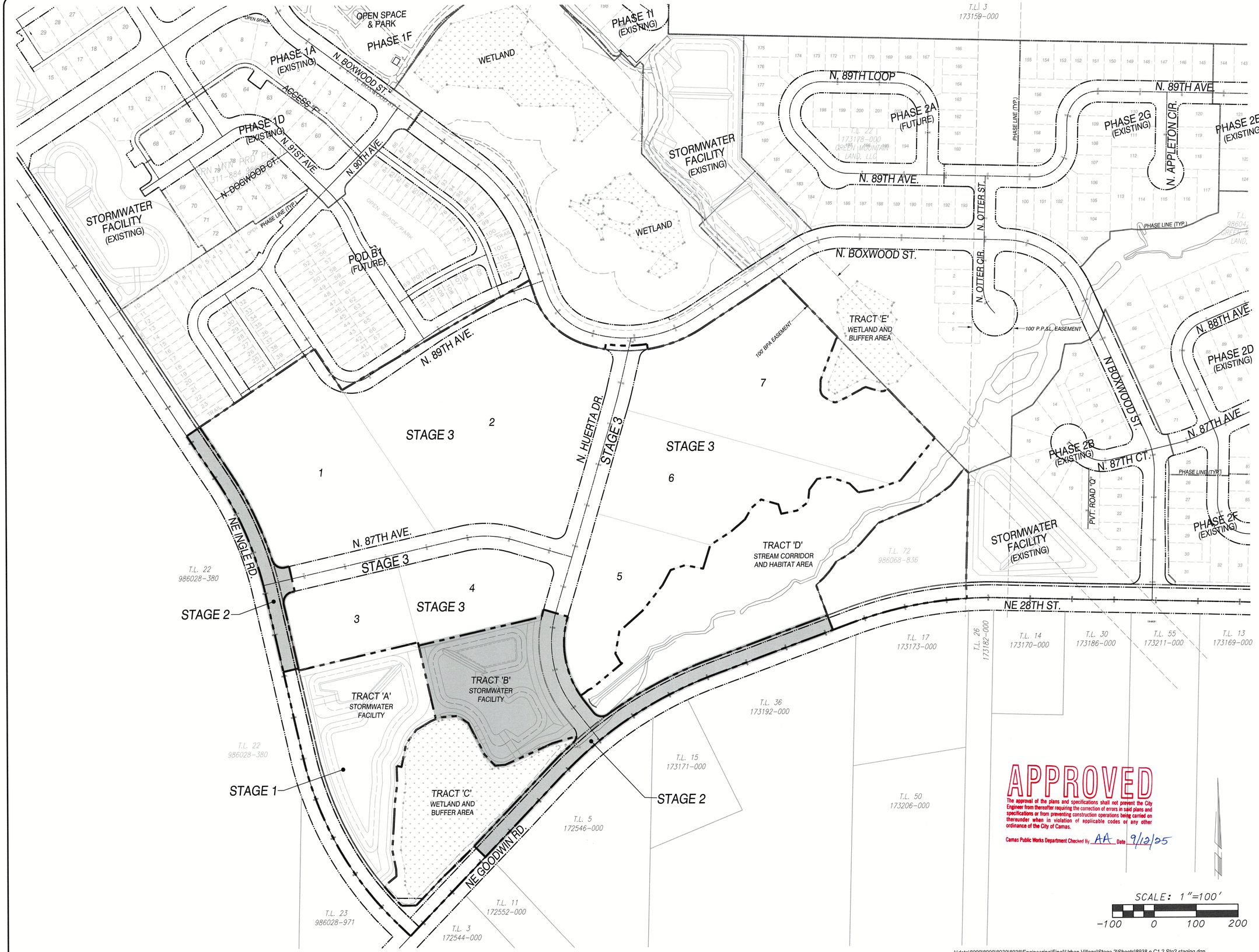

APPROVED

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Camas Public Works Department Checked By AA Date 9/12/25

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CLIENT:
WOLLAM & ASSOCIATES
7701 NE GREENWOOD DRIVE,
SUITE 100
VANCOUVER, WA. 98662
ATTN: TERRY WOLLAM
PH: (360) 798-5820
EMAIL: terry@wollamassociates.com

STAGING PLAN FOR:
GREEN MOUNTAIN MIXED URBAN VILLAGE TRACT "B" (STAGE 2)

OLSON ENGINEERING INC.
LAND SURVEYORS
ENGINEERS
222 E. EVERGREEN, VANCOUVER, WA 98660
360-695-1385
503-289-9936

A DIVISION OF MacKay Sposito

RICHARD WILLIAM PROUSE
STATE OF WASHINGTON
43703
REGISTERED PROFESSIONAL ENGINEER
03/21/2025

CHANGES / REVISIONS

DESCRIPTION:	DATE:

DESIGNED: RWP
DRAWN: RWP
CHECKED: PAT
DATE: MARCH 2025
SCALE: H: 1"=100' V: N/A

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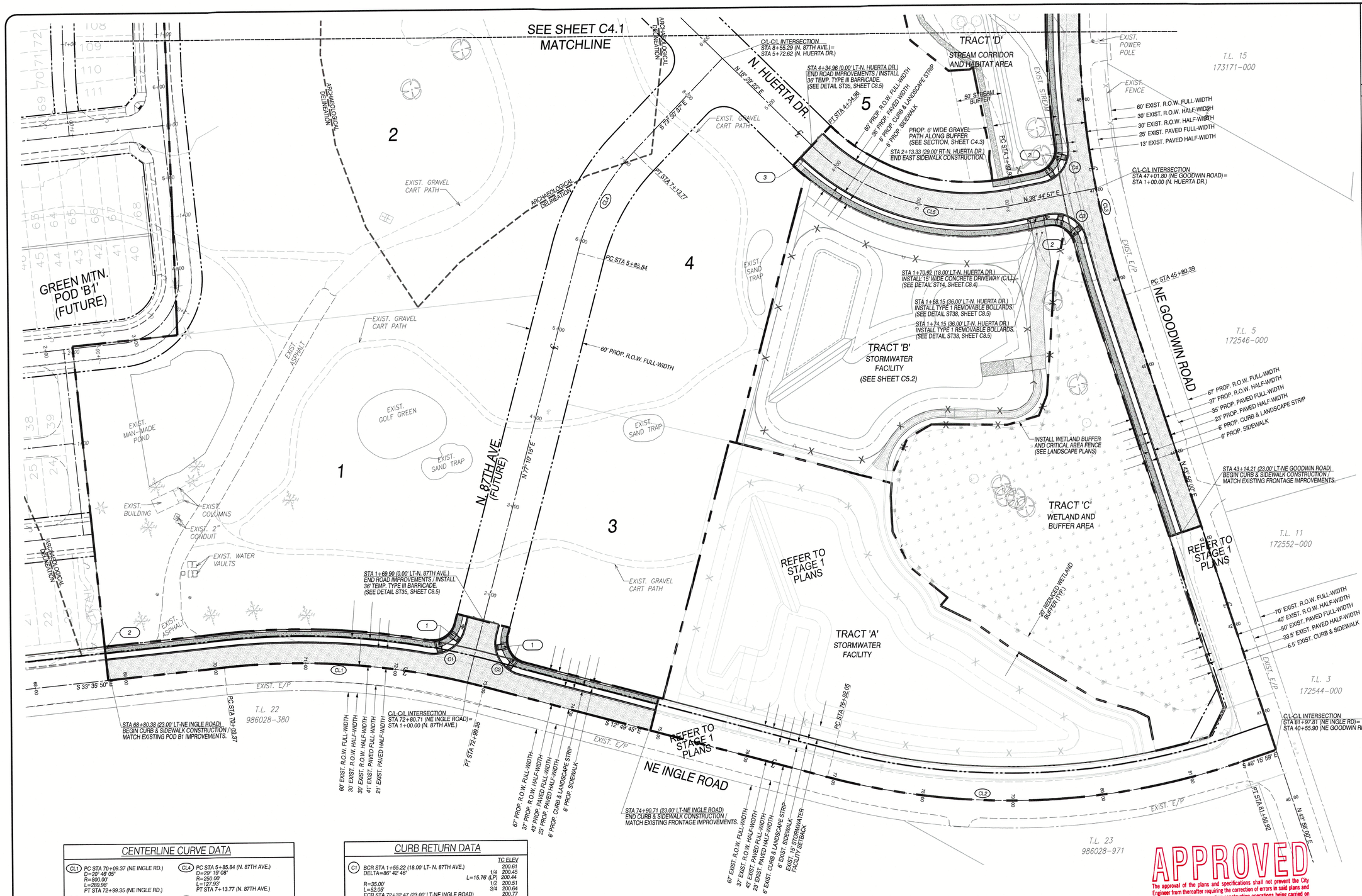
GREEN MOUNTAIN URBAN VILLAGE TRACT "B" (STAGE 2)
JOB NO.: 8938.01.02

SHEET
C1.2



CENTERLINE CURVE DATA

CL1 PC STA 70+09.37 (NE INGLE RD.)
D=20° 46' 05"
R=800.00'
L=289.98'
PT STA 72+99.35 (NE INGLE RD.)

CL2 PC STA 76+92.05 (NE INGLE RD.)
D=33° 26' 14"
R=800.00'
L=466.87'
PT STA 81+58.92 (NE INGLE RD.)

CL3 PC STA 45+80.39 (NE GOODWIN RD.)
D=25° 56' 30"
R=955.00'
L=432.40'
PT STA 50+12.78 (NE GOODWIN RD.)

CL4 PC STA 5+85.84 (N. 87TH AVE.)
D=29° 19' 08"
R=250.00'
L=127.93'
PT STA 7+13.77 (N. 87TH AVE.)

CL5 PC STA 1+93.93 (N. HUERTA DR.)
D=55° 14' 21"
R=250.00'
L=241.03'
PT STA 4+34.96 (N. HUERTA DR.)

CURB RETURN DATA

			TC ELEV
C1	BCR STA 1+55.22 (18.00' LT- N. 87TH AVE.)		200.61
	DELTA=86° 42' 46"	1/4	200.45
	L=15.76' (LP)	1/2	200.44
	R=35.00'	1/2	200.51
	L=52.05'	3/4	200.64
	ECR STA 72+32.47 (23.00' LT-NE INGLE ROAD)		200.77
C2	BCR STA 73+33.71 (23.00' LT-NE INGLE ROAD)		199.61
	DELTA=90° 00' 00"	1/4	199.82
	R=35.00'	1/2	200.10
	L=54.98'	3/4	200.39
	ECR STA 1+58.22 (18.00' RT- N. 87TH AVE.)		200.68
C3	BCR STA 1+56.61 (18.00' LT- N. HUERTA DR.)		214.22
	DELTA=87° 00' 03"	1/4	213.90
	R=35.00'	1/2	213.21
	L=53.15'	3/4	212.46
	ECR STA 46+51.81 (23.00' LT-NE GOODWIN ROAD)		211.97
C4	BCR STA 47+51.79 (23.00' LT-NE GOODWIN ROAD)		214.73
	DELTA=87° 00' 03"	1/4	214.41
	R=35.00'	1/2	214.22
	L=39.64' (LP)	3/4	214.15
	L=53.15'		214.15
	ECR STA 1+56.61 (18.00' RT- N. HUERTA DR.)		214.22

* REPRESENTS ELEVATION AT EDGE OF PAVEMENT.

CONSTRUCTION NOTES

1. INSTALL WSDOT COMBINATION CURB RAMP (SEE DETAILS 1, SHEET C4.4)
2. INSTALL WSDOT COMBINATION CURB RAMP (SEE DETAILS 2, SHEET C4.4)
3. INSTALL TEMP. CURB RAMP (SEE DETAILS 3, SHEET C4.4)

NEW ASPHALT PAVING (SEE SECTIONS, SHEETS C4.2 & C4.3)

SIDEWALK TO BE CONSTRUCTED AT TIME OF ROAD CONSTRUCTION (SEE DETAIL ST18, SHEET C8.4)

STREET NOTES:

1) SEE SHEET C4.2 AND C4.3 FOR TYPICAL STREET SECTIONS.
2) SEE CITY OF CAMAS STD. STREET NOTES AND DETAILS ON SHEETS C8.4 AND C8.5.

APPROVED

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Camas Public Works Department Checked By: AA Date 9/12/25

SCALE: 1"=50'

-50' 0 50' 100'

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CLIENT:
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7701 NE GREENWOOD DRIVE, SUITE 100
VANCOUVER, WA. 98662
ATTN: TERRY WOLLAM
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EMAIL: terry@wollamassociates.com

STREET PLAN (SW) FOR:
GREEN MOUNTAIN MIXED URBAN VILLAGE TRACT "B" (STAGE 2)

OLSON ENGINEERING INC.
LAND SURVEYORS
ENGINEERS
222 E. EVERGREEN, VANCOUVER, WA 98660
360-695-1385
503-936-0626
A DIVISION OF MacKay Sposito

RICHARD WILLIAM CHRISTIANSEN
STATE OF WASHINGTON
43703
REGISTERED PROFESSIONAL ENGINEER
03/21/2025

CHANGES / REVISIONS

DESCRIPTION:	DATE:

DESIGNED: RWP
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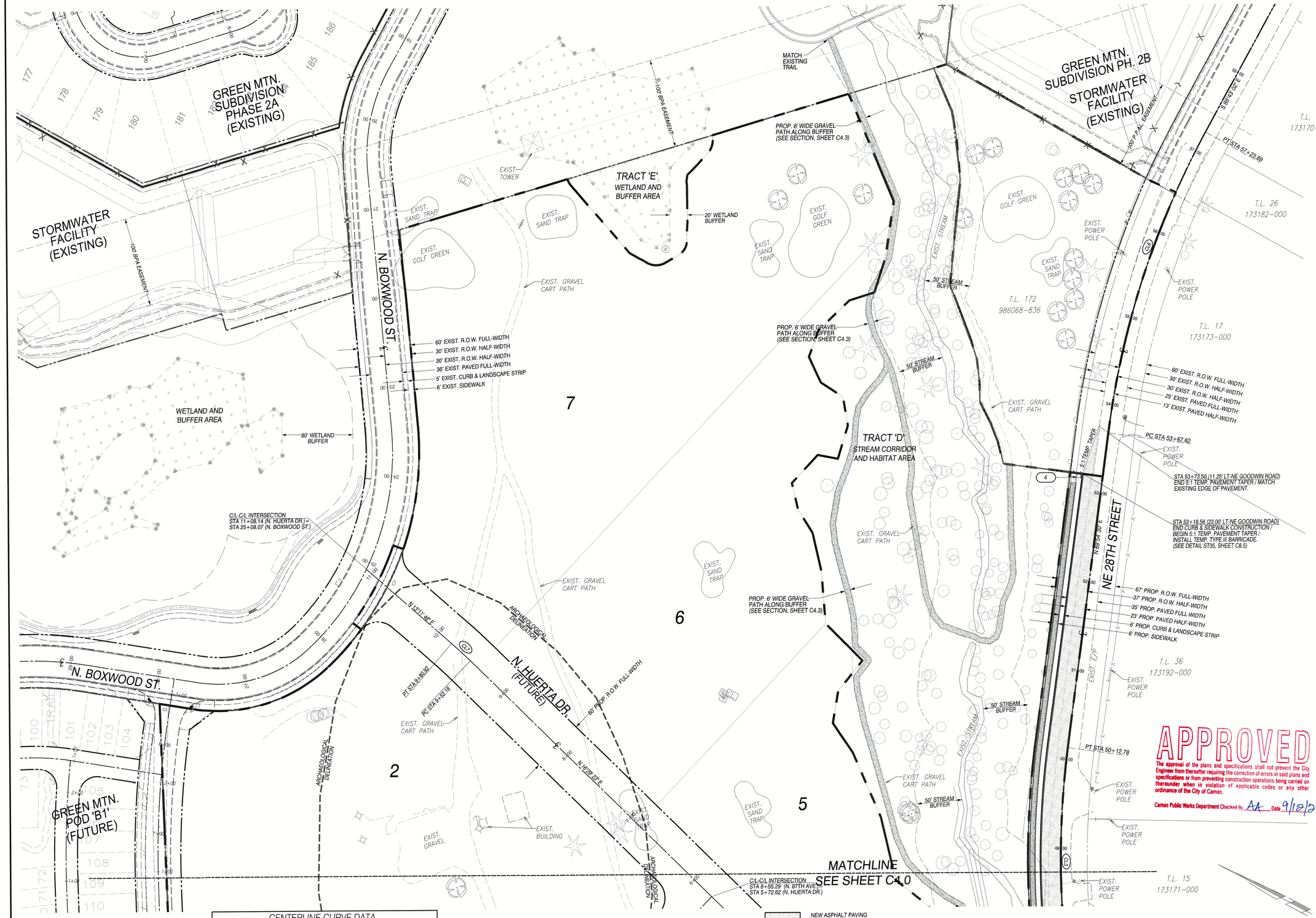
GREEN MOUNTAIN URBAN VILLAGE TRACT "B" (STAGE 2)
JOB NO.: 8938.01.02

SHEET
C4.0



CENTERLINE CURVE DATA

- (CL3) PC STA 45+80.39 (NE GOODWIN RD.) D=25° 56' 30" R=955.00' L=432.40' PT STA 50+12.78 (NE 28TH ST.)
- (CL6) PC STA 53+67.62 (NE 28TH ST.) D=21° 22' 28" R=955.00' L=356.20' PT STA 57+23.89 (NE 28TH ST.)
- (CL7) PC STA 9+52.18 (N. HUERTA DR.) D=03° 17' 37" R=500.00' L=28.74' PT STA 9+80.92 (N. HUERTA DR.)

CONSTRUCTION NOTES

(4) INSTALL TEMP. CURB RAMP (SEE DETAILS 4, SHEET C4.4)

NEW ASPHALT PAVING (SEE SECTIONS, SHEETS C4.2 & C4.3)

SIDEWALK TO BE CONSTRUCTED AT TIME OF ROAD CONSTRUCTION (SEE DETAIL ST18, SHEET C8.4)

STREET NOTES:

1) SEE SHEETS C4.2 AND C4.3 FOR TYPICAL STREET SECTIONS.
2) SEE CITY OF CAMAS STD. STREET NOTES AND DETAILS ON SHEETS C8.4 AND C8.5.

SCALE: 1"=50'

-50' 0 50' 100'

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STREET PLAN (NE) FOR:
GREEN MOUNTAIN MIXED URBAN VILLAGE TRACT "B" (STAGE 2)

OLSON ENGINEERING INC. — LAND SURVEYORS / ENGINEERS — 222 E. EVERGREEN, VANCOUVER, WA 98660 — 360-695-1385 — 503-289-9826
A DIVISION OF MacKay Sposito

RICHARD WILLIAM PLOEGER — STATE OF WASHINGTON — 43703 REGISTERED PROFESSIONAL ENGINEER
03/21/2025

CHANGES / REVISIONS

DESCRIPTION:	DATE:

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Camas Public Works Department Checked By AA Date 9/12/25

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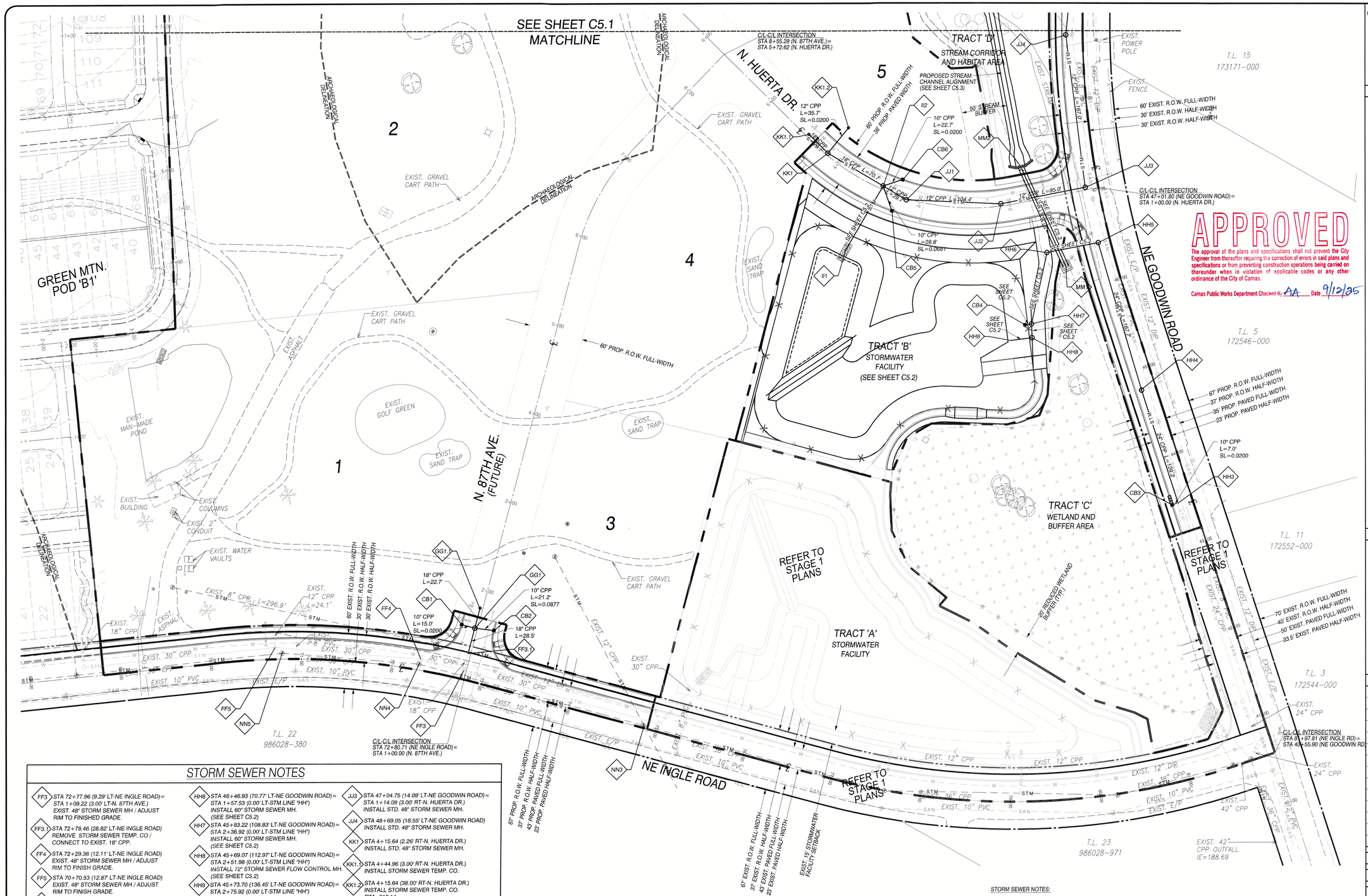
GREEN MOUNTAIN URBAN VILLAGE TRACT "B" (STAGE 2)
JOB NO.: 8938.01.02

SHEET
C4.1



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Camas Public Works Department Checked By AA Date 9/12/25

STORM SEWER NOTES

FF3 STA 72+77.96 (9.29' LT-NE INGLE ROAD)= STA 1+09.22 (3.00' LT-N. 87TH AVE.) EXIST. 48" STORM SEWER MH / ADJUST RIM TO FINISHED GRADE.

FF3.1 STA 72+78.46 (28.82' LT-NE INGLE ROAD) REMOVE STORM SEWER TEMP. CO / CONNECT TO EXIST. 18" CPP.

FF4 STA 72+29.36 (12.11' LT-NE INGLE ROAD) EXIST. 48" STORM SEWER MH / ADJUST RIM TO FINISH GRADE.

FF5 STA 70+70.53 (12.87' LT-NE INGLE ROAD) EXIST. 48" STORM SEWER MH / ADJUST RIM TO FINISH GRADE.

GG1 STA 1+57.22 (3.00' LT-N. 87TH AVE.) INSTALL STD. 48" STORM SEWER MH.

GG1.1 STA 1+79.90 (3.00' LT-N. 87TH AVE.) INSTALL STORM SEWER TEMP. CO.

HH3 STA 43+47.54 (16.00' LT-NE GOODWIN ROAD) EXIST. 48" STORM SEWER MH / CONNECT TO EXIST. 24" STUB & ADJUST RIM TO FINISH GRADE.

HH4 STA 44+76.83 (16.00' LT-NE GOODWIN ROAD) INSTALL STD. 48" STORM SEWER MH.

HH5 STA 46+43.67 (13.34' LT-NE GOODWIN ROAD)= STA 1+00.00 (0.00' LT-STM LINE "HH") INSTALL 60" STORM SEWER MH.

HH6 STA 46+46.93 (70.77' LT-NE GOODWIN ROAD)= STA 1+57.53 (0.00' LT-STM LINE "HH") INSTALL 60" STORM SEWER MH. (SEE SHEET C5.2)

HH7 STA 45+83.22 (108.83' LT-NE GOODWIN ROAD)= STA 2+36.92 (0.00' LT-STM LINE "HH") INSTALL 60" STORM SEWER MH. (SEE SHEET C5.2)

HH8 STA 45+69.07 (112.97' LT-NE GOODWIN ROAD)= STA 2+51.98 (0.00' LT-STM LINE "HH") INSTALL 72" STORM SEWER FLOW CONTROL MH. (SEE SHEET C5.2)

HH9 STA 45+73.70 (136.45' LT-NE GOODWIN ROAD)= STA 2+75.92 (0.00' LT-STM LINE "HH") INSTALL 24" PIPE OUTLET W/ OUTLET DEBRIS BARRIER. (SEE SHEET C5.2)

II1 STA 3+51.55 (78.00' LT-N. HUERTA DR.) INSTALL 24" CPP OUTFALL W/ HAND-PLACED RIP RAP (SEE SHEET C5.2)

II2 STA 3+43.84 (3.70' RT-N. HUERTA DR.) INSTALL STD. 48" STORM SEWER MH.

JJ1 STA 3+14.49 (1.69' LT-N. HUERTA DR.) INSTALL STD. 48" STORM SEWER MH.

JJ2 STA 2+09.24 (2.54' RT-N. HUERTA DR.) INSTALL STD. 48" STORM SEWER MH.

JJ3 STA 47+04.75 (14.09' LT-NE GOODWIN ROAD)= STA 1+14.09 (3.00' RT-N. HUERTA DR.) INSTALL STD. 48" STORM SEWER MH.

JJ4 STA 48+69.05 (18.55' LT-NE GOODWIN ROAD) INSTALL STD. 48" STORM SEWER MH.

KK1 STA 4+15.64 (2.26' RT-N. HUERTA DR.) INSTALL STD. 48" STORM SEWER MH.

KK1.1 STA 4+44.96 (3.00' RT-N. HUERTA DR.) INSTALL STORM SEWER TEMP. CO.

KK1.2 STA 4+15.64 (38.00' RT-N. HUERTA DR.) INSTALL STORM SEWER TEMP. CO. RIM=212.14 IE=206.38

MM1 STA 46+28.35 (54.32' LT-NE GOODWIN ROAD)= STA 1+00.00 (0.00' LT-STM LINE "MM") INSTALL (3EA) 24" CPP CULVERT OUTLET W/ 1'2 X 16' X 2' HAND-PLACED RIP RAP OUTFALL. (SEE SHEET C5.3)

MM2 STA 47+37.88 (80.79' LT-NE GOODWIN ROAD)= STA 2+20.16 (0.00' LT-STM LINE "MM") INSTALL (3EA) 24" CPP CULVERT INLET W/ CONCRETE HEADWALL. (SEE SHEET C5.3)

NN3 STA 74+84.42 (2.65' LT-N INGLE ROAD) EXIST. 60" STORM SEWER MH / ADJUST RIM TO FINISH GRADE.

NN4 STA 72+28.52 (6.52' LT-N INGLE ROAD) EXIST. 60" STORM SEWER MH / ADJUST RIM TO FINISH GRADE.

NN5 STA 70+78.22 (6.53' LT-N INGLE ROAD) EXIST. 60" STORM SEWER MH / ADJUST RIM TO FINISH GRADE.

1) STD. 48" STORM SEWER MANHOLES TO BE PER CITY OF CAMAS STD. DETAILS SD9 & SD12, SHEET C8.7.
2) 60" STORM SEWER MANHOLES TO BE PER CITY OF CAMAS STD. DETAILS SD11 & SD12, SHEET C8.7.
3) STORM SEWER CLEANOUTS TO BE PER CITY OF CAMAS STD. DETAIL SD20, SHEET C8.7.

CATCH BASIN TABLE

CB1 STA 1+57.22 (18.00' LT-N. 87TH AVE.) INSTALL COMBINATION CURB INLET. TC=200.66 IE=195.16

CB2 STA 1+60.22 (18.00' RT-N. 87TH AVE.) INSTALL COMBINATION CURB INLET. TC=200.72 IE=196.72

CB3 STA 43+47.54 (23.00' LT-NE GOODWIN ROAD) INSTALL CURB INLET STORMFILTER W/ 3EA 18" PHOSPHOSORB CARTRIDGES. (CURB ADJACENT TO INLET TO BE PAINTED TO INDICATE THAT THE INLET IS PRIVATE PER NOTE #5, THIS SHEET.) RIM=202.86 10" IE OUT (SE)=199.11 (SEE DETAIL1, SHEET C5.5)

CB4 STA 45+84.48 (116.12' LT-NE GOODWIN ROAD) INSTALL EMERGENCY OVERFLOW DITCH INLET (SEE SHEET C5.2)

CB5 STA 3+25.45 (18.00' LT-N. HUERTA DR.) INSTALL COMBINATION CURB INLET. TC=212.86 IE=208.86

CB6 STA 3+25.45 (18.00' RT-N. HUERTA DR.) INSTALL COMBINATION CURB INLET. TC=212.85 IE=207.35

1) COMBINATION CURB INLETS TO BE PER CITY OF CAMAS STD. DETAILS SD4 & SD7, SHEET C8.6.
2) DITCH INLETS TO BE PER CITY OF CAMAS STD. DETAILS SD6 & SD7, SHEET C8.6.

STORM SEWER NOTES:

1) SEE CITY OF CAMAS STD. STORM SEWER NOTES AND DETAILS ON SHEETS C8.6 AND C8.7.
2) ALL STORM SEWER PIPE SHALL BE DOUBLE WALL SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE (CPP) (IE ADS N-12) UNLESS NOTED OTHERWISE.
3) PIPE BEDDING AND BACKFILL TO BE PER DETAILS G2 AND G3 ON SHEET C1.1.
4) STORMWATER TREATMENT AND DETENTION FACILITIES ARE TO BE OWNED AND MAINTAINED BY THE H.O.A. WITH STORMWATER EASEMENT DEDICATED TO THE CITY OF CAMAS OVER TRACTS 'A' AND 'B' FOR ACCESS AND INSPECTION. REFER TO SHEET C5.2 FOR STORMWATER FACILITY DETAILS.
5) STORMFILTER CATCH BASINS IN NE INGLE ROAD AND NE GOODWIN ROAD TO BE MAINTAINED BY THE H.O.A. THE CURB ADJACENT TO THE INLET IN NE GOODWIN ROAD IS TO BE PAINTED TO INDICATE THAT THE INLET IS PRIVATE. CONTRACTOR TO PAINT "PRIVATE" ON THE TOP OF THE CURB WITH BLACK STENCILED LETTERS ON WHITE BACKGROUND.

SCALE: 1"=50'
-50' 0 50' 100'

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STORM SEWER PLAN (SW) FOR:
GREEN MOUNTAIN MIXED URBAN VILLAGE TRACT "B" (STAGE 2)

OLSON ENGINEERING INC. — LAND SURVEYORS / ENGINEERS — 222 E. EVERGREEN, VANCOUVER, WA 98660 — 360-695-1385 — 503-597-3036
A DIVISION OF MacKay Sposito

CHANGES / REVISIONS

DESCRIPTION:	DATE:

DESIGNED: RWP
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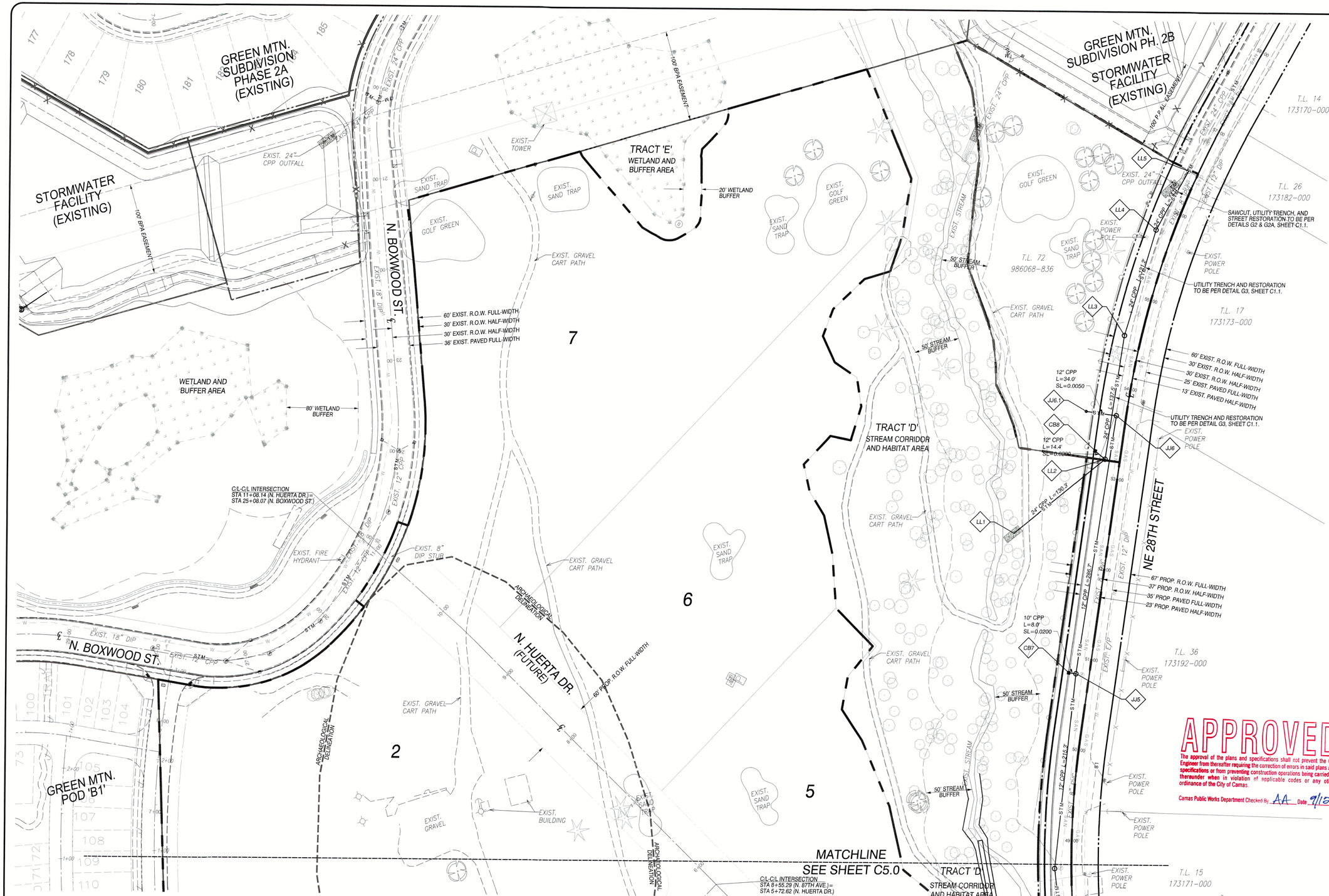
GREEN MOUNTAIN URBAN VILLAGE TRACT "B" (STAGE 2)
JOB NO.: 8938.01.02

SHEET
C5.0



STORM SEWER NOTES

- JJ5 — STA 50+81.96 (15.00' LT-NE 28TH STREET) INSTALL STD. 48" STORM SEWER MH.
- JJ6 — STA 53+68.64 (10.85' LT-NE 28TH STREET) INSTALL STD. 48" STORM SEWER MH.
- JJ6.1 — STA 53+68.46 (44.90' LT-NE 28TH STREET) INSTALL STORM SEWER TEMP. CO. RIM=236.03 12" IE=226.13
- LL1 — STA 52+24.52 (105.61' LT-NE 28TH STREET) GRADE DITCH TO DAYLIGHT AND INSTALL 24" CPP OUTFALL W/ HAND-PLACED RIP RAP IE=226.00 (SEE DETAIL 3, SHEET C5.4)
- LL2 — STA 53+19.64 (16.56' LT-NE 28TH STREET) INSTALL 60" STORM SEWER MH.
- LL3 — STA 54+55.49 (18.69' LT-NE 28TH STREET) INSTALL STD. 48" STORM SEWER MH.
- LL4 — STA 55+74.46 (19.12' LT-NE 28TH STREET) INSTALL STD. 48" STORM SEWER MH.
- LL5 — STA 56+46.84 (10.70' LT-NE 28TH STREET) REMOVE EXISTING DOWNSTREAM 24" CPP AND CONNECT NEW 24" CPP PIPE TO EXIST. 48" STORM SEWER MH.

1) STD. 48" STORM SEWER MANHOLES TO BE PER CITY OF CAMAS STD. DETAILS SD9 & SD12, SHEET C8.7.
2) 60" STORM SEWER MANHOLES TO BE PER CITY OF CAMAS STD. DETAILS SD11 & SD12, SHEET C8.7.
3) STORM SEWER CLEANOUTS TO BE PER CITY OF CAMAS STD. DETAIL SD20, SHEET C8.7.

CATCH BASIN TABLE

- CB7 — STA 50+81.96 (23.00' LT-NE 28TH STREET) INSTALL COMBINATION CURB INLET. TC=224.96 IE=220.96
- CB8 — STA 53+27.05 (28.85' LT-NE 28TH STREET) INSTALL DITCH INLET GRATE (FRONT)=230.00 IE=227.14 SUMP=225.64

1) COMBINATION CURB INLETS TO BE PER CITY OF CAMAS STD. DETAILS SD4 & SD7, SHEET C8.6.
2) DITCH INLETS TO BE PER CITY OF CAMAS STD. DETAILS SD6 & SD7, SHEET C8.6.

SCALE: 1"=50'
-50' 0 50' 100'

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STORM SEWER PLAN (NE) FOR:
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JAMES WILLIAM PATTERSON
43703
REGISTERED PROFESSIONAL ENGINEER
03/21/2025

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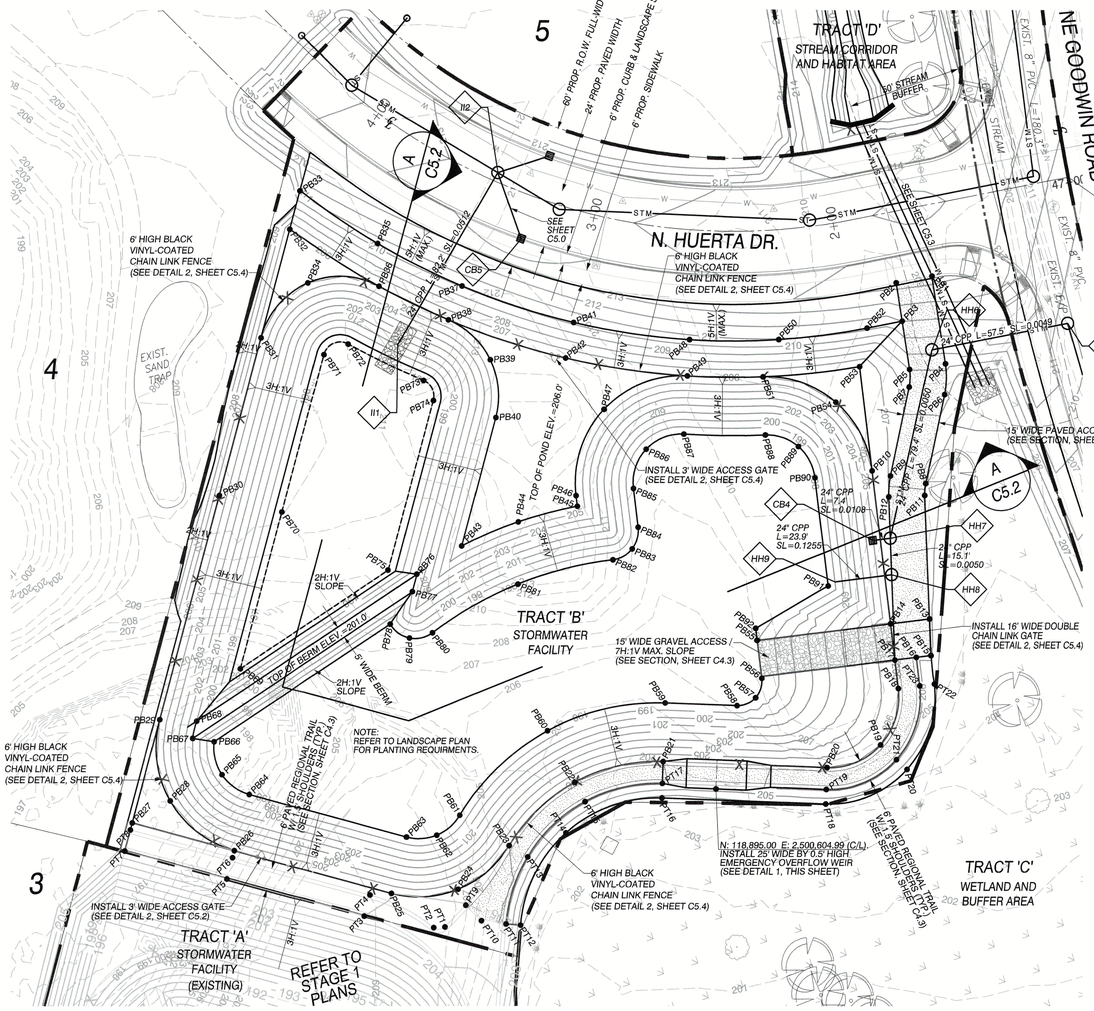
SHEET
C5.1



STORM FACILITY "B" POINTS

POINT	NORTHING	EASTING	ELEVATION	POINT	NORTHING	EASTING	ELEVATION
PB1	118,914.35	2,500,833.54	214.49	PB47	119,009.32	2,500,721.17	206.00
PB2	118,926.06	2,500,824.15	214.41	PB48	118,981.21	2,500,763.24	210.62
PB3	118,916.47	2,500,811.33	212.03	PB49	118,985.03	2,500,749.58	206.00
PB4	118,892.44	2,500,804.26	209.40	PB50	118,958.46	2,500,780.62	210.94
PB5	118,904.45	2,500,795.28	209.05	PB51	118,957.04	2,500,763.99	206.00
PB6	118,886.80	2,500,792.86	208.29	PB52	118,928.15	2,500,801.96	211.25
PB7	118,901.22	2,500,788.76	208.38	PB53	118,923.51	2,500,786.52	206.00
PB8	118,876.59	2,500,756.97	207.08	PB54	118,925.42	2,500,768.91	206.00
PB9	118,891.02	2,500,752.86	207.14	PB55	118,908.45	2,500,666.96	198.00
PB10	118,898.84	2,500,751.11	206.00	PB56	118,899.43	2,500,654.03	198.00
PB11	118,874.66	2,500,752.42	206.97	PB57	118,897.96	2,500,645.78	198.00
PB12	118,887.64	2,500,744.90	206.92	PB58	118,903.28	2,500,639.30	198.00
PB13	118,849.12	2,500,708.31	206.32	PB59	118,930.28	2,500,626.25	198.00
PB14	118,862.51	2,500,698.98	206.00	PB60	118,968.27	2,500,593.21	198.00
PB15	118,841.58	2,500,695.28	205.44	PB61	118,984.31	2,500,545.49	198.00
PB16	118,846.55	2,500,691.82	206.18	PB62	118,989.02	2,500,533.74	198.00
PB17	118,853.93	2,500,686.68	206.00	PB63	118,999.84	2,500,527.17	198.00
PB18	118,847.22	2,500,677.05	206.00	PB64	119,065.94	2,500,512.12	198.00
PB19	118,842.96	2,500,653.13	206.00	PB65	119,079.80	2,500,513.98	198.00
PB20	118,858.39	2,500,634.36	206.00	PB66	119,089.06	2,500,524.46	198.00
PB21	118,918.83	2,500,604.64	206.00	PB67	119,097.55	2,500,521.47	201.00
PB22	118,948.32	2,500,579.87	206.00	PB68	119,099.41	2,500,528.47	201.00
PB23	118,960.36	2,500,544.08	206.00	PB69	119,093.38	2,500,556.03	197.00
PB24	118,970.71	2,500,518.23	206.00	PB70	119,108.23	2,500,621.26	197.00
PB25	118,994.51	2,500,503.77	206.00	PB71	119,123.09	2,500,686.49	197.00
PB26	119,060.61	2,500,488.72	206.00	PB72	119,116.19	2,500,695.04	197.00
PB27	119,103.52	2,500,478.95	206.00	PB73	119,081.36	2,500,696.49	197.00
PB28	119,093.81	2,500,494.37	206.00	PB74	119,073.88	2,500,691.08	197.00
PB29	119,113.29	2,500,521.85	206.00	PB75	119,057.83	2,500,620.62	197.00
PB30	119,134.56	2,500,615.26	206.00	PB76	119,046.46	2,500,624.70	201.00
PB31	119,149.41	2,500,680.49	206.00	PB77	119,044.79	2,500,617.37	201.00
PB32	119,159.68	2,500,725.59	206.00	PB78	119,046.73	2,500,601.39	198.00
PB33	119,163.28	2,500,741.38	211.32	PB79	119,037.00	2,500,600.06	198.00
PB34	119,142.73	2,500,709.38	206.00	PB80	119,029.54	2,500,606.45	198.00
PB35	119,124.61	2,500,737.26	210.50	PB81	119,007.42	2,500,649.77	198.00
PB36	119,115.92	2,500,722.04	206.00	PB82	118,977.16	2,500,668.17	198.00
PB37	119,085.27	2,500,738.31	210.10	PB83	118,972.17	2,500,675.91	198.00
PB38	119,083.87	2,500,723.38	206.00	PB84	118,974.14	2,500,684.90	198.00
PB39	119,060.76	2,500,717.06	206.00	PB85	118,983.30	2,500,698.05	198.00
PB40	119,047.55	2,500,697.07	206.00	PB86	118,986.18	2,500,714.80	198.00
PB41	119,037.21	2,500,746.87	210.20	PB87	118,975.14	2,500,727.71	198.00
PB42	119,033.36	2,500,732.37	206.00	PB88	118,944.98	2,500,743.24	198.00
PB43	119,035.42	2,500,643.79	206.00	PB89	118,930.61	2,500,745.48	198.00
PB44	119,019.26	2,500,653.50	206.00	PB90	118,918.53	2,500,737.38	198.00
PB45	119,000.49	2,500,680.73	206.00	PB91	118,892.90	2,500,700.61	198.00
PB46	119,002.99	2,500,684.33	206.00	PB92	118,911.31	2,500,671.07	198.00

TRAIL POINTS

POINT	NORTHING	EASTING	ELEVATION	POINT	NORTHING	EASTING	ELEVATION
PT1	118,968.33	2,500,501.93	205.48	PT16	118,913.30	2,500,591.14	203.69
PT2	118,972.33	2,500,499.50	205.51	PT17	118,915.91	2,500,596.54	206.18
PT3	119,000.14	2,500,490.18	206.00	PT18	118,851.85	2,500,620.86	204.26
PT4	119,002.14	2,500,498.96	206.18	PT19	118,854.47	2,500,626.26	206.18
PT5	119,057.95	2,500,477.02	206.00	PT20	118,828.44	2,500,649.33	204.32
PT6	119,059.95	2,500,485.79	206.18	PT21	118,834.25	2,500,650.85	206.18
PT7	119,100.85	2,500,467.25	206.00	PT22	118,834.91	2,500,685.63	205.20
PT8	119,102.85	2,500,476.02	206.18	PT23	118,839.84	2,500,682.19	206.18
PT9	118,964.72	2,500,513.93	205.63				
PT10	118,956.10	2,500,511.34	205.63				
PT11	118,946.37	2,500,514.97	206.18				
PT12	118,940.86	2,500,517.34	203.50				
PT13	118,951.37	2,500,543.54	206.18				
PT14	118,941.88	2,500,559.76	204.09				
PT15	118,940.84	2,500,574.86	206.18				

STORM SEWER NOTES

- HH5 STA 46+43.67 (13.34' LT-NE GOODWIN ROAD) = STA 1+00.00 (0.00' LT-STM LINE "HH") INSTALL 60" STORM SEWER MH. (SEE SHEET C5.0)
- HH6 STA 46+46.93 (70.77' LT-NE GOODWIN ROAD) = STA 1+57.53 (0.00' LT-STM LINE "HH") INSTALL 60" STORM SEWER MH. RIM=212.14 24" IE IN (SW)=201.32 24" IE OUT (SE)=201.12
- HH7 STA 45+83.22 (108.83' LT-NE GOODWIN ROAD) = STA 2+36.92 (0.00' LT-STM LINE "HH") INSTALL 60" STORM SEWER MH. RIM=207.86 24" IE IN (SW)=201.92 24" IE IN (NE)=201.92 24" IE OUT (E)=201.72
- HH8 STA 45+69.07 (112.97' LT-NE GOODWIN ROAD) = STA 2+51.98 (0.00' LT-STM LINE "HH") INSTALL 72" STORM SEWER FLOW CONTROL MH. RIM=207.00 24" IE IN (NW)=202.00 24" IE OUT (NE)=202.00 BASE=199.00
- HH9 STA 45+73.70 (136.45' LT-NE GOODWIN ROAD) = STA 2+75.92 (0.00' LT-STM LINE "HH") INSTALL 24" PIPE OUTLET W/ OUTLET DEBRIS BARRIER. IE=199.00 (SEE DETAIL 4, SHEET C5.4)
- II1 STA 3+51.55 (78.00' LT-N HUERTA DR.) INSTALL 24" CPP OUTFALL W/ HAND-PLACED RIP RAP IE=200.00 (SEE DETAIL 3, SHEET C5.4)
- II2 STA 3+43.84 (3.70' RT-N HUERTA DR.) INSTALL STD. 48" STORM SEWER MH. (SEE SHEET C5.0)

1) STD. 48" STORM SEWER MANHOLES TO BE PER CITY OF CAMAS STD. DETAILS SD9 & SD12, SHEET C8.7.
2) 60" STORM SEWER MANHOLES TO BE PER CITY OF CAMAS STD. DETAILS SD11 & SD12, SHEET C8.7.
3) STORM SEWER CLEANOUTS TO BE PER CITY OF CAMAS STD. DETAIL SD20, SHEET C8.7.

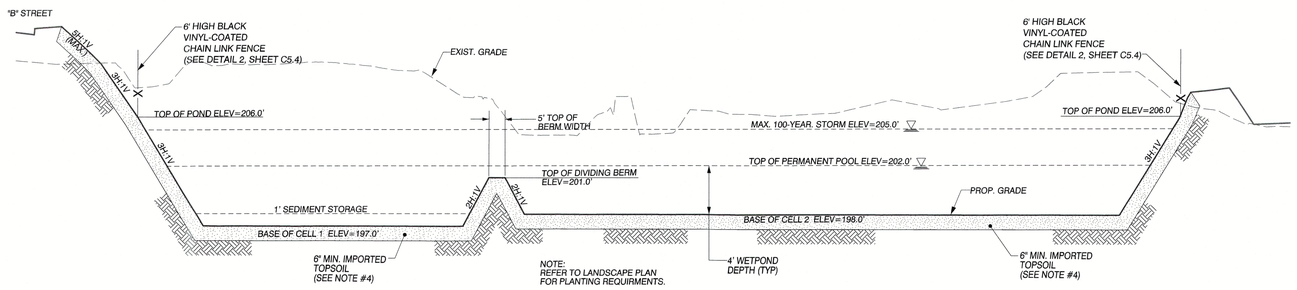
CATCH BASIN NOTES

- CB4 STA 45+84.48 (116.12' LT-NE GOODWIN ROAD) INSTALL EMERGENCY OVERFLOW DITCH INLET GRATE (FRONT)=205.00 IE=202.00 SUMP=200.50
- CB5 STA 3+25.45 (18.00' LT-N. HUERTA DR.) INSTALL COMBINATION CURB INLET. (SEE SHEET C5.0)

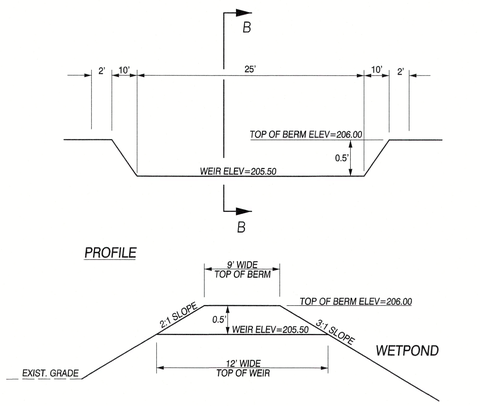
1) COMBINATION CURB INLETS TO BE PER CITY OF CAMAS STD. DETAILS SD4 & SD7, SHEET C8.6.
2) DITCH INLETS TO BE PER CITY OF CAMAS STD. DETAILS SD6 & SD7, SHEET C8.6.

STORMWATER FACILITY CONSTRUCTION NOTES:

1) THE STORMWATER DRAINAGE FACILITY SHALL BE OWNED AND MAINTAINED BY THE H.O.A. WITH AN EASEMENT DEDICATED TO THE CITY OF CAMAS FOR ACCESS AND INSPECTION.
2) THE CONTRACTOR SHALL ENSURE THAT ALL EROSION CONTROL MEASURES ARE IN PLACE AND IN WORKING CONDITION PRIOR TO COMMENCEMENT OF DRAINAGE FACILITY CONSTRUCTION.
3) POND GRADING AND PLANTING SHALL OCCUR AS SOON AS POSSIBLE.
4) IMPORTED TOP SOIL TO CONSIST OF:
   50% SANDY LOAM
   10-20% CLAY
   10-20% COMPOSTED ORGANIC MATTER (EXCLUDING ANIMAL WASTE)
   IF COMPOSTING OCCURS PRIOR TO PLANTING, TILL PRIOR TO SEEDING.
5) VEGETATIVE COVER FOR THE STORMWATER FACILITY (REFER TO THE LANDSCAPE PLAN FOR ZONE PLANTING REQUIREMENTS).
6) A 6 FOOT HIGH BLACK VINYL-COATED CYCLONE FENCE, OR APPROVED EQUAL, SHALL BE INSTALLED AROUND THE PERIMETER OF THE DRAINAGE FACILITY. STANDARD 16 FOOT WIDE GATES AND 3' WIDE GATES SHALL BE INSTALLED FOR POND ACCESS AT LOCATIONS SHOWN ON THE PLAN.



STORMWATER FACILITY SECTION A / C5.2
NTS



SECTION B-B

STORM FACILITY EMERGENCY OVERFLOW WEIR 1 / C5.2
NTS

APPROVED
The approval of the plans and specifications shall not prevent the City Engineer from thereafter requiring the correction of errors in said plans and specifications or from preventing construction operations being carried on thereunder when in violation of applicable codes or any other ordinance of the City of Camas.
Camas Public Works Department Checked By AA Date 9/12/25

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CLIENT:
WOLLAM & ASSOCIATES
7701 NE GREENWOOD DRIVE, SUITE 100
VANCOUVER, WA. 98662
ATTN: TERRY WOLLAM
PH: (360) 798-5820
EMAIL: terry@wollamassociates.com

STORM FACILITY "B" PLAN, SECTIONS, & DETAILS FOR:
GREEN MOUNTAIN MIXED URBAN VILLAGE
TRACT "B" (STAGE 2)

OLSON ENGINEERING INC.
LAND SURVEYORS
ENGINEERS
222 E. EVERGREEN, VANCOUVER, WA 98660
360-695-1385
503-389-9536
A DIVISION OF MacKay Sposito

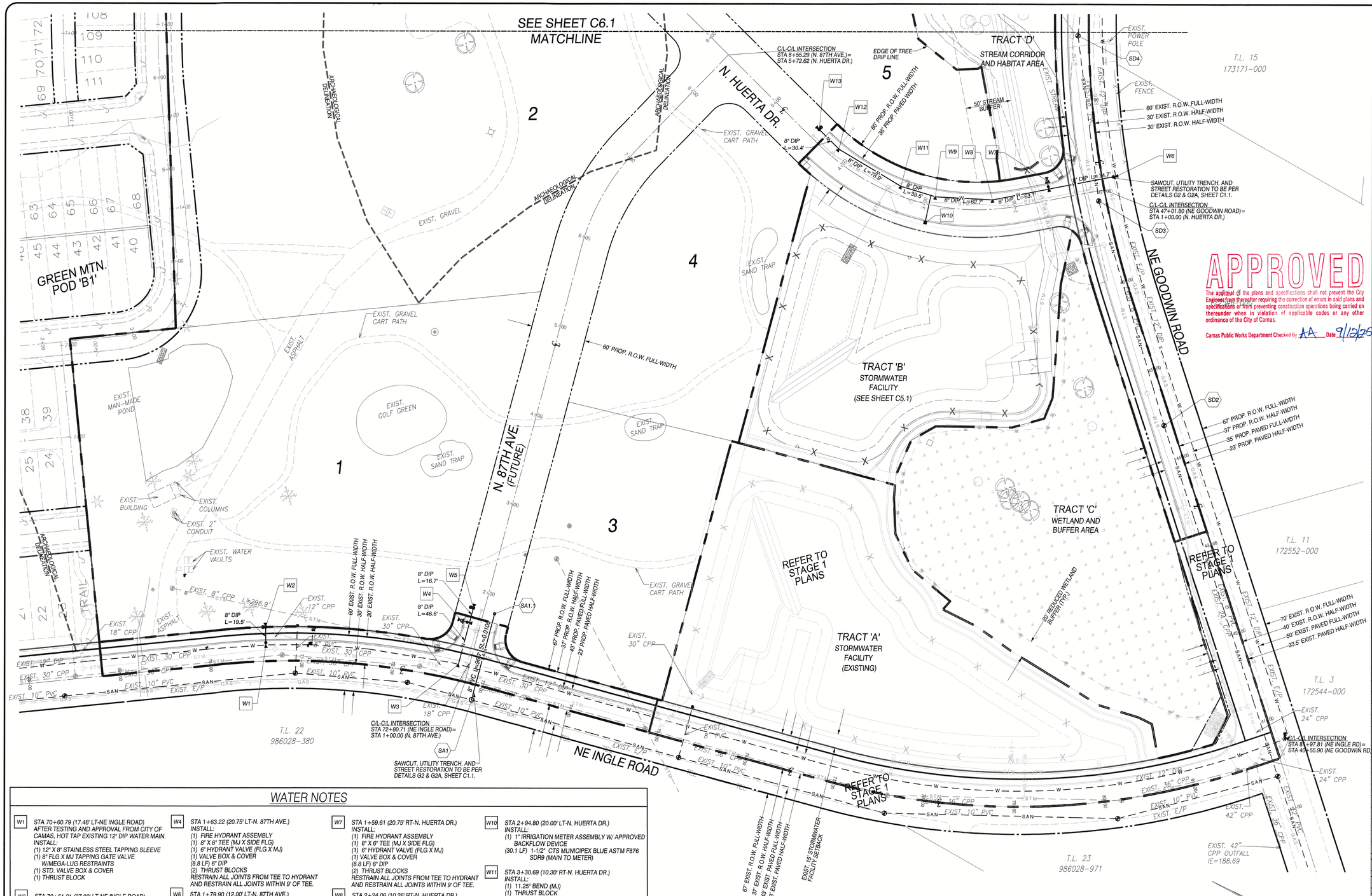
REGISTERED PROFESSIONAL ENGINEER
43703
03/21/2025

CHANGES / REVISIONS

DESCRIPTION:	DATE:

DESIGNED: RWP
DRAWN: RWP
CHECKED: PAT
DATE: MARCH 2025
SCALE: H: 1"=30' V: N/A
COPYRIGHT 2025, OLSON ENGINEERING, INC.
GREEN MOUNTAIN URBAN VILLAGE TRACT "B" (STAGE 2)
JOB NO.: 8938.01.02

SHEET
C5.2



APPROVED

The approval of the plans and specifications shall not prevent the City Engineer from thereafter requiring the correction of errors in said plans and specifications or from preventing construction operations being carried on thereunder when in violation of applicable codes or any other ordinance of the City of Camas.

Camas Public Works Department Checked By AA Date 9/12/25

WATER NOTES

W1 STA 70+60.79 (17.46' LT-NE INGLE ROAD)
AFTER TESTING AND APPROVAL FROM CITY OF CAMAS, HOT TAP EXISTING 12" DIP WATER MAIN.
INSTALL:
(1) 12" X 8" STAINLESS STEEL TAPPING SLEEVE
(1) 8" FLG X MJ TAPPING GATE VALVE W/MEGA-LUG RESTRAINTS
(1) STD. VALVE BOX & COVER
(1) THRUST BLOCK

W2 STA 70+61.21 (37.00' LT-NE INGLE ROAD)
INSTALL:
(1) TEMP. BLOW-OFF ASSEMBLY
(1) THRUST BLOCK

W3 STA 72+69.34 (17.00' LT-NE INGLE ROAD)= STA 1+16.64 (12.00' LT-N. 87TH AVE.)
AFTER TESTING AND APPROVAL FROM CITY OF CAMAS, HOT TAP EXISTING 12" DIP WATER MAIN.
INSTALL:
(1) 12" X 8" STAINLESS STEEL TAPPING SLEEVE
(1) 8" FLG X MJ TAPPING GATE VALVE W/MEGA-LUG RESTRAINTS
(1) STD. VALVE BOX & COVER
(1) THRUST BLOCK

W4 STA 1+63.22 (20.75' LT-N. 87TH AVE.)
INSTALL:
(1) FIRE HYDRANT ASSEMBLY
(1) 8" X 6" TEE (MJ X SIDE FLG)
(1) 6" HYDRANT VALVE (FLG X MJ)
(1) VALVE BOX & COVER
(8.8 LF) 6" DIP
(2) THRUST BLOCKS
RESTRAIN ALL JOINTS FROM TEE TO HYDRANT AND RESTRAIN ALL JOINTS WITHIN 9' OF TEE.

W5 STA 1+79.90 (12.00' LT-N. 87TH AVE.)
INSTALL:
(1) TEMP. BLOW-OFF ASSEMBLY
(1) THRUST BLOCK

W6 STA 47+13.99 (15.00' RT-NE GOODWIN ROAD)= STA 0+84.93 (12.00' RT-N. HUERTA DR.)
AFTER TESTING AND APPROVAL FROM CITY OF CAMAS, HOT TAP EXISTING 12" DIP WATER MAIN.
INSTALL:
(1) 12" X 8" STAINLESS STEEL TAPPING SLEEVE
(1) 8" FLG X MJ TAPPING GATE VALVE W/MEGA-LUG RESTRAINTS
(1) STD. VALVE BOX & COVER
(1) THRUST BLOCK

W7 STA 1+59.61 (20.75' RT-N. HUERTA DR.)
INSTALL:
(1) FIRE HYDRANT ASSEMBLY
(1) 8" X 6" TEE (MJ X SIDE FLG)
(1) 6" HYDRANT VALVE (FLG X MJ)
(1) VALVE BOX & COVER
(8.8 LF) 6" DIP
(2) THRUST BLOCKS
RESTRAIN ALL JOINTS FROM TEE TO HYDRANT AND RESTRAIN ALL JOINTS WITHIN 9' OF TEE.

W8 STA 2+24.06 (10.26' RT-N. HUERTA DR.)
INSTALL:
(1) 11.25° BEND (MJ)
(1) THRUST BLOCK
(RESTRAIN ALL JOINTS WITHIN 4' OF BEND.)

W9 STA 2+89.50 (9.61' RT-N. HUERTA DR.)
INSTALL:
(1) 11.25° BEND (MJ)
(1) THRUST BLOCK
(RESTRAIN ALL JOINTS WITHIN 4' OF BEND.)

W10 STA 2+94.80 (20.00' LT-N. HUERTA DR.)
INSTALL:
(1) 1" IRRIGATION METER ASSEMBLY W/ APPROVED BACKFLOW DEVICE
(30.1 LF) 1-1/2" CTS MUNICIPEX BLUE ASTM F876 SDR9 (MAIN TO METER)

W11 STA 3+30.69 (10.30' RT-N. HUERTA DR.)
INSTALL:
(1) 11.25° BEND (MJ)
(1) THRUST BLOCK
(RESTRAIN ALL JOINTS WITHIN 4' OF BEND.)

W12 STA 4+13.54 (11.12' RT-N. HUERTA DR.)
INSTALL:
(1) 11.25° BEND (MJ)
(1) THRUST BLOCK
(RESTRAIN ALL JOINTS WITHIN 4' OF BEND.)

W13 STA 4+44.96 (12.00' RT-N. HUERTA DR.)
INSTALL:
(1) TEMP. BLOW-OFF ASSEMBLY
(1) THRUST BLOCK

1) GATE VALVE ASSEMBLIES TO BE PER CITY OF CAMAS STD. DETAILS W12 & W13, SHEET C8.3.
2) FIRE HYDRANT ASSEMBLIES TO BE PER CITY OF CAMAS STD. DETAIL W11, SHEET C8.3.
3) BLOW-OFF ASSEMBLIES TO BE CONSTRUCTED PER CITY OF CAMAS STD. DETAIL W8, SHEET C8.3.
4) MECHANICAL JOINT RESTRAINTS TO BE PER CITY OF CAMAS STD. DETAIL W14, SHEET C8.3.
5) THRUST BLOCKS TO BE PER CITY OF CAMAS STD. DETAIL W15, SHEET C8.3.
6) 1" WATER SERVICES TO BE CONSTRUCTED PER CITY OF CAMAS STD. DETAIL W2, SHEET C8.3.

SANITARY SEWER NOTES

SA1 STA 72+92.57 (16.97' RT-NE INGLE ROAD)= STA 0+83.22 (12.00' RT-N. 87TH AVE.)
INSTALL 60" SAN SEWER DROP MH ON EXIST. 10" PVC SANITARY SEWER MAIN.

SA1.1 STA 1+79.90 (12.00' RT-N. 87TH AVE.)
INSTALL SAN SEWER TEMP. CO.

SD2 STA 44+38.31 (8.99' LT-NE GOODWIN ROAD)
EXIST. 48" SAN SEWER MH / ADJUST RIM TO FINISH GRADE.

SD3 STA 46+91.03 (8.33' LT-NE GOODWIN ROAD)= STA 1+08.27 (10.86' LT-N. HUERTA DR.)
EXIST. SAN SEWER MH / ADJUST RIM TO FINISH GRADE.

SD4 STA 48+69.69 (11.92' LT-NE GOODWIN ROAD)
EXIST. 48" SAN SEWER MH / ADJUST RIM TO FINISH GRADE.

1) STD. 48" SANITARY SEWER MANHOLES TO BE PER CITY OF CAMAS STD. DETAILS S1 & S4, SHEET C8.2.
2) 60" SANITARY SEWER MANHOLES TO BE PER CITY OF CAMAS STD. DETAILS S3 & S4, SHEET C8.2.
3) STD. SANITARY SEWER CLEANOUTS TO BE PER CITY OF CAMAS STD. DETAIL SG5, SHEET C8.2.

WATER NOTES:

1) SEE CITY OF CAMAS STD. WATER NOTES AND DETAILS ON SHEET C8.3.
2) ALL WATER PIPE 12 INCHES OR LESS IN DIAMETER SHALL BE DUCTILE IRON CLASS 52 PIPE. ALL WATER PIPE 14" IN DIAMETER AND LARGER SHALL BE DUCTILE IRON CLASS 51 PIPE.
3) PIPE BEDDING AND BACKFILL TO BE PER DETAILS G2 AND G3 ON SHEET C1.1.
4) STAMP A "W" IN FACE OF CURB AT WATER SERVICE LOCATION PER DETAIL ST7 & ST9, SHEET C8.4.

SANITARY SEWER NOTES:

1) SEE CITY OF CAMAS STD. SANITARY SEWER NOTES AND DETAILS ON SHEETS C8.2.
2) ALL SANITARY SEWER PIPE SHALL BE PVC 3034 (SDR 35) GASKETED PIPE UNLESS NOTED OTHERWISE.
3) PIPE BEDDING AND BACKFILL TO BE PER DETAILS G2 AND G3 ON SHEET C1.1.

SCALE: 1"=50'
-50' 0 50' 100'

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CLIENT:
WOLLAM & ASSOCIATES
7701 NE GREENWOOD DRIVE, SUITE 100
VANCOUVER, WA. 98662
ATTN: TERRY WOLLAM
PH: (360) 798-5820
EMAIL: terry@wollamassociates.com

SANITARY SEWER & WATER PLAN (SW) FOR:
GREEN MOUNTAIN MIXED URBAN VILLAGE TRACT "B" (STAGE 2)

OLSON ENGINEERING INC.
LAND SURVEYORS
ENGINEERS
222 E. EVERGREEN, VANCOUVER, WA 98660
360-695-1385
503-894-8696
A DIVISION OF MacKay Sposito

RICHARD WILLIAM GLASGOW 43703 REGISTERED PROFESSIONAL ENGINEER
03/21/2025

CHANGES / REVISIONS

DESCRIPTION:	DATE:

DESIGNED: RWP
DRAWN: RWP
CHECKED: PAT
DATE: MARCH 2025
SCALE: H: 1"=50' V: N/A

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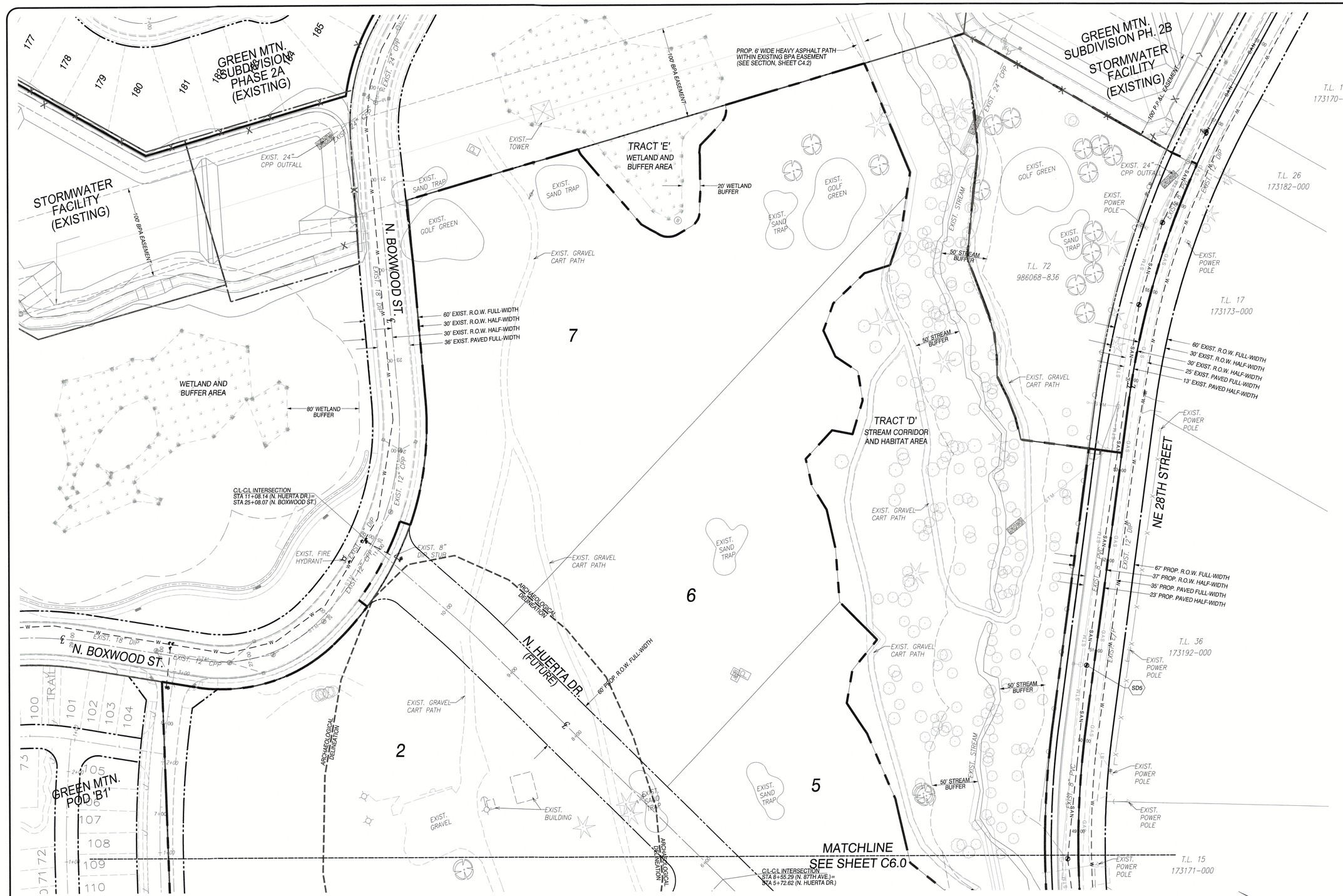
GREEN MOUNTAIN URBAN VILLAGE TRACT "B" (STAGE 2)
JOB NO.: 8938.01.02

SHEET
C6.0



SANITARY SEWER NOTES

SD5 STA 50+82.04 (8.27' LT-NE GOODWIN ROAD) EXIST. 48" SAN SEWER MH / ADJUST RIM TO FINISH GRADE.

1) STD. 48" SANITARY SEWER MANHOLES TO BE PER CITY OF CAMAS STD. DETAILS S1 & S4, SHEET C8.2.
2) 60" SANITARY SEWER MANHOLES TO BE PER CITY OF CAMAS STD. DETAILS S3 & S4, SHEET C8.2.
3) STD. SANITARY SEWER CLEANOUTS TO BE PER CITY OF CAMAS STD. DETAIL SG5, SHEET C8.2.

APPROVED

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Camas Public Works Department Checked By AA Date 9/12/25

SCALE: 1"=50'

-50' 0 50' 100'

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CLIENT:
WOLLAM & ASSOCIATES
7701 NE GREENWOOD DRIVE, SUITE 100
VANCOUVER, WA. 98662
ATTN: TERRY WOLLAM
PH: (360) 798-5820
EMAIL: terry@wollamassociates.com

SANITARY SEWER & WATER PLAN (NE) FOR:
GREEN MOUNTAIN MIXED URBAN VILLAGE TRACT "B" (STAGE 2)

OLSON ENGINEERING INC.
LAND SURVEYORS
ENGINEERS
222 E. EVERGREEN, VANCOUVER, WA 98660
360-695-1385
503-289-9936

A DIVISION OF MacKay Sposito

03/21/2025

CHANGES / REVISIONS

DESCRIPTION:	DATE:

DESIGNED: RWP
DRAWN: RWP
CHECKED: PAT
DATE: MARCH 2025
SCALE: H: 1"=50' V: N/A

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GREEN MOUNTAIN URBAN VILLAGE TRACT "B" (STAGE 2)
JOB NO.: 8938.01.02

SHEET
C6.1

THRIVE AT GREEN MOUNTAIN SUBDIVISION

ORIGINALLY APPROVED AS
"GREEN MOUNTAIN PRD POD B1"
CITY FILE NO. SUB 18-04
A SUBDIVISION IN A PORTION OF THE THOMAS J FLETCHER D.L.C. IN THE SW 1/4 OF THE NW 1/4 OF SECTION 21 AND THE SE 1/4 OF THE NE 1/4 OF SECTION 20,
T. 2 N., R 3 E., W. M.,
CITY OF CAMAS
CLARK COUNTY, WASHINGTON

NOTES:

1. A HOMEOWNER'S ASSOCIATION (HOA) WILL BE REQUIRED FOR THIS DEVELOPMENT. THE DECLARATION (CC&R'S) OF THRIVE AT GREEN MOUNTAIN SUBDIVISION WAS RECORDED UNDER CLARK COUNTY RECORDING _____.

2. THE HOMEOWNER'S ASSOCIATION IS RESPONSIBLE FOR MAINTAINING ALL PRIVATE ROADS AND ASSOCIATED INFRASTRUCTURE IN THIS SUBDIVISION, INCLUDING BUT NOT LIMITED TO THE PAVEMENT, CURBS, SIDEWALKS, TRAIL, FENCING, LANDSCAPING, STREET LIGHTS AND STORM DRAINAGE UTILITIES.

3. THE FOLLOWING MINIMUM SETBACKS SHALL APPLY PER THE PRD MASTER PLAN:
   a. FRONT LOADED GARAGE SETBACKS: FRONT YARD 18-FEET, SIDE YARD 3-FEET OR 0-FEET AT ATTACHED LOT LINE, SIDE YARD FLANKING A STREET 10-FEET AND SIDE YARD FLANKING AN ALLEY 5-FEET, REAR YARD 10-FEET;
   b. ALLEY LOADED GARAGE SETBACKS: FRONT YARD 6-FEET, SIDE YARD 3-FEET OR 0-FEET AT ATTACHED LINE, SIDE YARD FLANKING A STREET 10-FEET AND SIDE YARD FLANKING AN ALLEY 5-FEET, REAR YARD 4-FEET OR 18-FEET.

4. NO FURTHER SHORT PLATTING OR SUBDIVIDING WILL BE PERMITTED ONCE THE FINAL PLAT HAS BEEN RECORDED.

5. BUILDING PERMITS WILL NOT BE ISSUED BY THE BUILDING DEPARTMENT UNTIL ALL SUBDIVISION IMPROVEMENTS ARE COMPLETED AND ACCEPTED BY THE CITY.

6. THE LOTS IN THIS SUBDIVISION ARE SUBJECT TO TRAFFIC IMPACT FEES, SCHOOL IMPACT FEES, AND PARK/OPEN SPACE IMPACT FEES. EACH NEW DWELLING UNIT WILL BE SUBJECT TO THE PAYMENT OF APPROPRIATE IMPACT FEES AT THE TIME OF BUILDING PERMIT ISSUANCE OR AS OTHERWISE PROVIDED BY THE CITY.

7. PRIOR TO THE BUILDING DEPARTMENT ISSUING A CERTIFICATE OF OCCUPANCY, EACH LOT SHALL INSTALL A MINIMUM OF ONE 2" CALIPER TREE TO BE LOCATED IN THE PLANTER STRIP OR FRONT YARD OF EACH LOT AS SPECIFIED ON THE PLAT. SPECIFIED TREES SHALL BE MAINTAINED IN GOOD HEALTH, AND DAMAGED OR DYING TREES SHALL BE PROMPTLY REPLACED (WITHIN SIX MONTHS) BY THE HOMEOWNER.

8. AUTOMATIC FIRE SPRINKLER SYSTEMS DESIGNED AND INSTALLED IN ACCORDANCE WITH NFPA 13D ARE REQUIRED IN ALL STRUCTURES.

9. THE STORM DRAINAGE COLLECTION SYSTEM LOCATED IN PRIVATE TRACTS; 'N. FAWN STREET', SOUTH PRIVATE AVENUE', N. COTTONWOOD WAY', 'N. COTTONWOOD LANE', LANDSCAPE BUFFER TRACT E ADJACENT TO LOTS 10-23, THE STORM EASEMENT ADJACENT TO LOTS 54-68, AND THE STORMWATER TREATMENT AND DETENTION FACILITY; SHALL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION (HOA). RIGHT-OF-ENTRY SHALL BE GRANTED TO THE CITY FOR INSPECTION PURPOSES OF THE STORMWATER TREATMENT AND DETENTION FACILITY.

10. A HOMEOWNER'S ASSOCIATION SHALL BE REQUIRED FOR THIS DEVELOPMENT INCLUDING CONDITIONS, COVENANTS, AND RESTRICTIONS (CC&R'S) TO ENSURE THERE ARE ADEQUATE AND APPROPRIATE MEASURES ARE IN PLACE FOR THE PERPETUAL OWNERSHIP AND MAINTENANCE OF 'N. FAWN STREET', SOUTH PRIVATE STREET', SW ALLEY', N. COTTONWOOD WAY', 'N. COTTONWOOD LANE', SHARED DRIVEWAY TRACT ADJACENT TO LOTS 10-23, LANDSCAPING, OPEN SPACES/PARK, TRAILS, PARKING LOTS, PRIVATE STORMWATER SYSTEM LOCATED BEHIND LOTS 54-68 AND WITHIN THE LANDSCAPE BUFFER TRACT, ALL PRIVATE ROADS AND ALLEYS, AND THE STORMWATER FACILITY LOCATED ON THE URBAN VILLAGE PARCEL TO THE SOUTH. ADDITIONALLY, THE CC&R'S ARE TO STATE THAT THE CITY SHALL HAVE RIGHT-OF-ENTRY TO INSPECT THE STORMWATER FACILITY.

11. ALL STREETS AND AVENUES AS DEPICTED ON THIS PLAT ARE HEREBY DEDICATED TO THE CITY OF CAMAS WITH THIS PLAT. ALL TRACTS AND PRIVATE ROADS AS DEPICTED ON THIS PLAT ARE HEREBY DEDICATED TO, AND TO BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

12. TRACT E IS A LANDSCAPE BUFFER AND OPEN SPACE TRACT TO BE OWNED AND MAINTAINED BY THE HOA.

13. TRACTS F AND I ARE OPEN SPACE AND TRAIL AREA TRACTS TO BE OWNED AND MAINTAINED BY THE HOA.

14. TRACT G IS AN OPEN SPACE AND PARKING AREA TRACT AND IS TO BE OWNED AND MAINTAINED BY THE HOA.

15. TRACT H IS AN OPEN SPACE/PARK, TRAIL AND PARKING AREA TRACT AND IS TO BE OWNED AND MAINTAINED BY THE HOA.

16. TRACT J IS AN OPEN SPACE TRACT TO BE OWNED AND MAINTAINED BY THE HOA.

17. TRACT K IS A SHARED DRIVEWAY TRACT FOR THE BENEFIT OF LOTS 10-16 AND IS TO OWNED AND MAINTAINED BY THE HOA.

18. AN ACCESS AND UTILITY MAINTENANCE EASEMENT IS PROVIDED TO THE CITY OF CAMAS OVER THE PRIVATE STREETS, ALLEYS AND SHARED DRIVEWAY TRACT __ FOR THE INSPECTION, MAINTENANCE AND OPERATION OF PUBLIC WATER AND SEWER SYSTEMS.

19. PRIVATE STREETS WITH STREET LIGHTING WILL HAVE A SEPARATE METER AND MAINTENANCE OF ALL LIGHT AND POWER IS THE RESPONSIBILITY OF THE HOA.

SURVEY REFERENCES:

1) GREEN MOUNTAIN MIXED USE P.R.D. PHASE 1D BOOK 311, PAGE 884
2) GREEN MOUNTAIN MIXED USE P.R.D. PHASE 1 SOUTH BOOK 311, PAGE 885
3) GREEN MOUNTAIN MIXED USE P.R.D. PHASE 2C BOOK 312, PAGE 101

DEED REFERENCE:

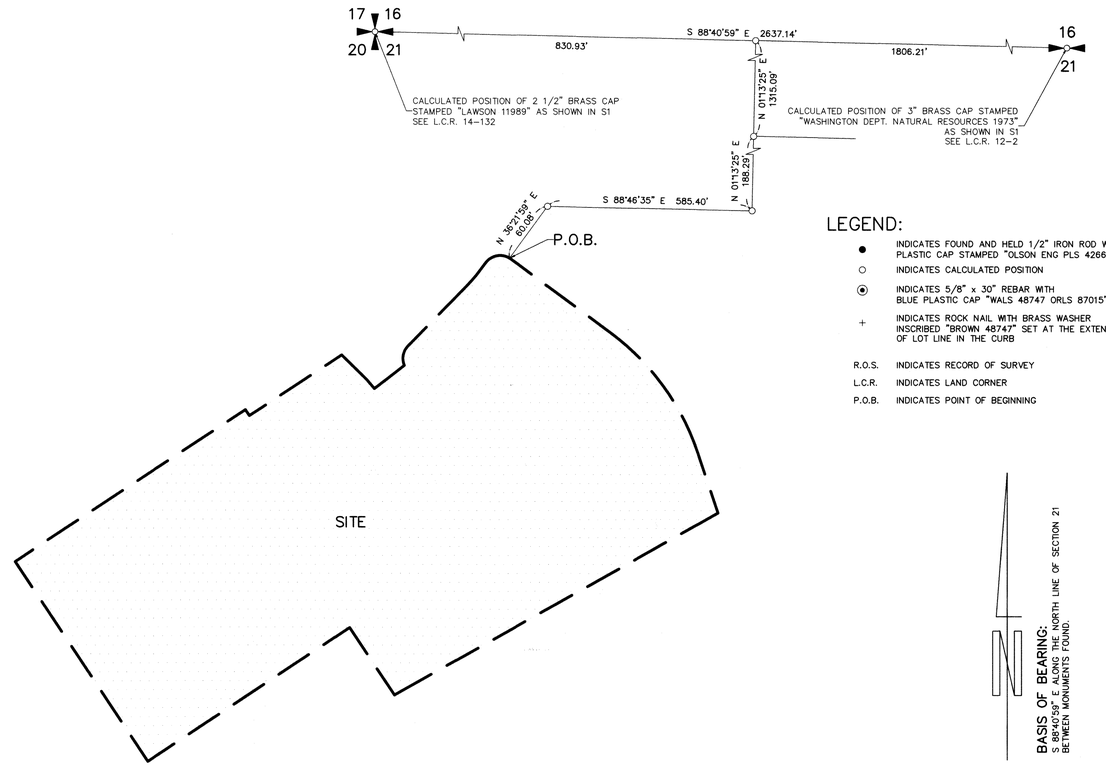
GRANTOR: GREEN MOUNTAIN LAND LLC
GRANTEE: AE GREEN MOUNTAIN, LLC
AFN: 5485415
DATE: 02-06-2018

LAND INVENTORY:

A)	TOTAL ACREAGE	7.89 AC	
B)	TOTAL DEVELOPED ACREAGE	7.89 AC	
C)	TOTAL LOT AREA	4.48 AC	
D)	TOTAL INFRASTRUCTURE ACREAGE (PUBLIC RIGHT OF WAY)		1.37 AC
E)	TOTAL ACREAGE OF RECREATIONAL OPEN SPACES (TRACTS)		0.97 AC
F)	TOTAL ACREAGE OF PRIVATE ROADS, DRIVEWAYS & ALLEYS		1.07 AC

BROWN SURVEYING, PLLC. MAKES NO WARRANTIES AS TO MATTERS OF UNWRITTEN TITLE SUCH AS ADVERSE POSSESSION, ACQUIESCENCE, ESTOPPEL, ETC.

A FIELD TRAVERSE WAS PERFORMED USING A THREE SECOND TOTAL STATION. THE FIELD TRAVERSE MET THE MINIMUM STANDARDS FOR SURVEYS AS DESIGNATED IN WAC 332-130-090. ALL CORNERS NOTED AS FOUND WERE VISITED IN 07-01-2023.



LEGEND:

- ● INDICATES FOUND AND HELD 1/2" IRON ROD WITH YELLOW PLASTIC CAP STAMPED "OLSON ENG PLS 42667"
- ○ INDICATES CALCULATED POSITION
- ⊙ INDICATES 5/8" x 30" REBAR WITH BLUE PLASTIC CAP "WALS 48747 ORLS 87015" SET
- \+ INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "BROWN 48747" SET AT THE EXTENSION OF LOT LINE IN THE CURB

R.O.S. INDICATES RECORD OF SURVEY
L.C.R. INDICATES LAND CORNER
P.O.B. INDICATES POINT OF BEGINNING

BASIS OF BEARING: S 88°40'59" E ALONG THE NORTH LINE OF SECTION 21 BETWEEN MONUMENTS FOUND.

100 50 0 100 150 200
SCALE 1 INCH = 100 FEET

ACKNOWLEDGMENT:

STATE OF WASHINGTON)
SS.
COUNTY OF CLARK)

ON THIS DAY 15th OF August 2023, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED ALLAN EVRIDGE TO ME KNOWN TO BE THE ~~PRESIDENT~~ member OF AE Green Mountain LLC THE ENTITY THAT EXECUTED THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED THE SAID INSTRUMENT TO BE THE FREE AND VOLUNTARY ACT AND DEED OF THE SAID ENTITY, FOR THE USES AND PURPOSES THEREIN MENTIONED, AND ON OATH STATED THAT he (IS) ARE AUTHORIZED TO EXECUTE THE SAID INSTRUMENT ON BEHALF OF THE SAID ENTITY.

WITNESS MY HAND AND OFFICIAL SEAL HERETO AFFIXED THE DAY AND YEAR IN THE CERTIFICATE ABOVE WRITTEN.

SIGNATURE OF NOTARY PUBLIC

K L HARRINGTON NOTARY PUBLIC #196174 STATE OF WASHINGTON COMMISSION EXPIRES NOVEMBER 19, 2025

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON,
NAME PRINTED Krista L. Harrington
RESIDING AT Camas, WA
MY COMMISSION EXPIRES: Nov 19, 2025

DECLARANT DECLARATION:

THE UNDERSIGNED OWNER OR OWNERS OF THE INTEREST IN THE REAL ESTATE DESCRIBED HEREIN HEREBY DECLARE THIS MAP AND DEDICATED THE SAME FOR A COMMON INTEREST COMMUNITY NAMED "THRIVE AT GREEN MOUNTAIN SUBDIVISION", A PLAT COMMUNITY, AS THAT TERM IS DEFINED IN THE WASHINGTON UNIFORM COMMON INTEREST ACT, SOLELY TO MEET THE REQUIREMENTS OF THE WASHINGTON COMMON INTEREST OWNERSHIP ACT AND NOT FOR ANY PUBLIC PURPOSE. THIS MAP AND ANY PORTION THEREOF IS RESTRICTED BY LAW AND THE DECLARATION FOR "THRIVE AT GREEN MOUNTAIN SUBDIVISION", RECORDED UNDER CLARK COUNTY RECORDING NO. 6138763

BY:

ALLAN EVRIDGE ALLAN EVRIDGE MEMBER/MANAGER 8/15/23 DATE

UTILITY AND SIDEWALK EASEMENT:

AN EASEMENT IS HEREBY RESERVED UNDER AND UPON ALL TRACTS AND THE EXTERIOR SIX FEET ON ALL BOUNDARY LINES OF THE LOTS ADJACENT TO PUBLIC/PRIVATE ROADS AND TRACTS FOR THE INSTALLATION, CONSTRUCTION, RENEWING, OPERATING AND MAINTAINING ELECTRIC, TELEPHONE, TV, CABLE, WATER AND SANITARY SEWER SERVICES. ALL LOTS CONTAINING PADMOUNT TRANSFORMERS ARE SUBJECT TO THE MINIMUM CLEARANCES AS DEFINED BY CLARK PUBLIC UTILITIES CONSTRUCTION STANDARDS. ALL PROPOSED BUILDING DESIGNS ON THESE LOTS MUST PROVIDE ADEQUATE CLEARANCE FOR ALL COMBUSTIBLE MATERIALS. ALSO, A SIDEWALK EASEMENT, AS NECESSARY TO COMPLY WITH ADA SLOPE REQUIREMENTS, SHALL BE RESERVED UPON THE EXTERIOR SIX (6) FEET ALONG THE FRONT BOUNDARY LINES OF ALL LOTS AND TRACTS ADJACENT TO PUBLIC STREETS.

EDWARD V. BROWN STATE OF WASHINGTON 48747 REGISTERED PROFESSIONAL LAND SURVEYOR

8-15-2023

CITY OF CAMAS MAYOR:

APPROVED: Ellen C Wagner 8/22/23
CITY OF CAMAS MAYOR DATE

CITY OF CAMAS FINANCE DIRECTOR:

THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS, AND THAT ALL SPECIAL ASSESSMENTS ON ANY OF THE PROPERTY THAT IS DEDICATED AS STREETS, ALLEYS, OR FOR OTHER PUBLIC USE ARE PAIN IN FULL AT THE DATE OF CERTIFICATION.

ATTESTED BY: Cathy Huber Nickerson 8-22-23
CITY OF CAMAS FINANCE DIRECTOR DATE

CITY OF CAMAS COMMUNITY DEVELOPMENT DEPARTMENT:

APPROVED: 8-22-23
CITY OF CAMAS COMMUNITY DEVELOPMENT DIRECTOR, OR DESIGNEE DATE

CITY OF CAMAS ENGINEER:

A) ALL IMPROVEMENTS HAVE BEEN INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF CMC TITLE 17 AND WITH THE PRELIMINARY PLAT APPROVAL;

B) ALL IMPROVEMENTS CAN OR WILL MEET CURRENT PUBLIC WORKS DRAWING STANDARDS FOR ROAD, UTILITY AND DRAINAGE CONSTRUCTION PLANS;

C) ORIGINAL AND REPRODUCIBLE MYLAR OR ELECTRONIC RECORDS IN A FORMAT APPROVED BY THE PUBLIC WORKS DIRECTOR OR DESIGNEE AND CERTIFIED BY THE DESIGNING ENGINEER AS BEING "AS CONSTRUCTED" HAVE BEEN SUBMITTED FOR CITY RECORDS.

APPROVED: 8-22-23
CITY OF CAMAS ENGINEER DATE

FIRE CHIEF:

APPROVED: 8-22-23
FIRE CHIEF, OR DESIGNEE DATE

CLARK COUNTY ASSESSOR:

THIS PLAT MEETS THE REQUIREMENTS OF R.C.W 58.17.170, LAWS OF WASHINGTON, TO BE KNOWN AS THRIVE AT GREEN MOUNTAIN SUBDIVISION, PLAT NO. 6138761 IN THE COUNTY OF CLARK, STATE OF WASHINGTON.

for Peter VanNortwick
COUNTY ASSESSOR DATE

CLARK COUNTY AUDITOR:

FILED FOR RECORD THIS 23 DAY OF August, 2023
IN BOOK 312 OF PLATS, AT PAGE 269,
AT THE REQUEST OF ALLAN EVRIDGE,
AUDITOR'S RECEIVING NO. 6138761
Rachel Kuesler for Greg Kimsey
DEPUTY/COUNTY AUDITOR

SURVEYOR'S CERTIFICATE:

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF ALLAN EVRIDGE IN SEPTEMBER, 2021 I HEREBY CERTIFY THAT THIS MAP FOR "THRIVE AT GREEN MOUNTAIN SUBDIVISION" IS BASED UPON AN ACTUAL SURVEY OF THE PROPERTY HEREIN DESCRIBED, THAT THE BEARING AND DISTANCES ARE CORRECTLY SHOWN, THAT ALL INFORMATION REQUIRED BY THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT IS SUPPLIED HEREIN, AND THAT THE BOUNDARIES OF THE LOTS AND TRACTS, (1) TO THE EXTENT DETERMINED BY THE PHYSICAL MONUMENTS, ARE SUBSTANTIALLY COMPLETED IN ACCORDANCE WITH SAID MAP, OR (2) TO THE EXTENT SUCH BOUNDARIES ARE NOT DEFINED BY PHYSICAL MONUMENTS, SUCH BOUNDARIES ARE SHOWN ON THE MAP.

8-15-2023
EDWARD V. BROWN, PROFESSIONAL LAND SURVEYOR
PLS #48747

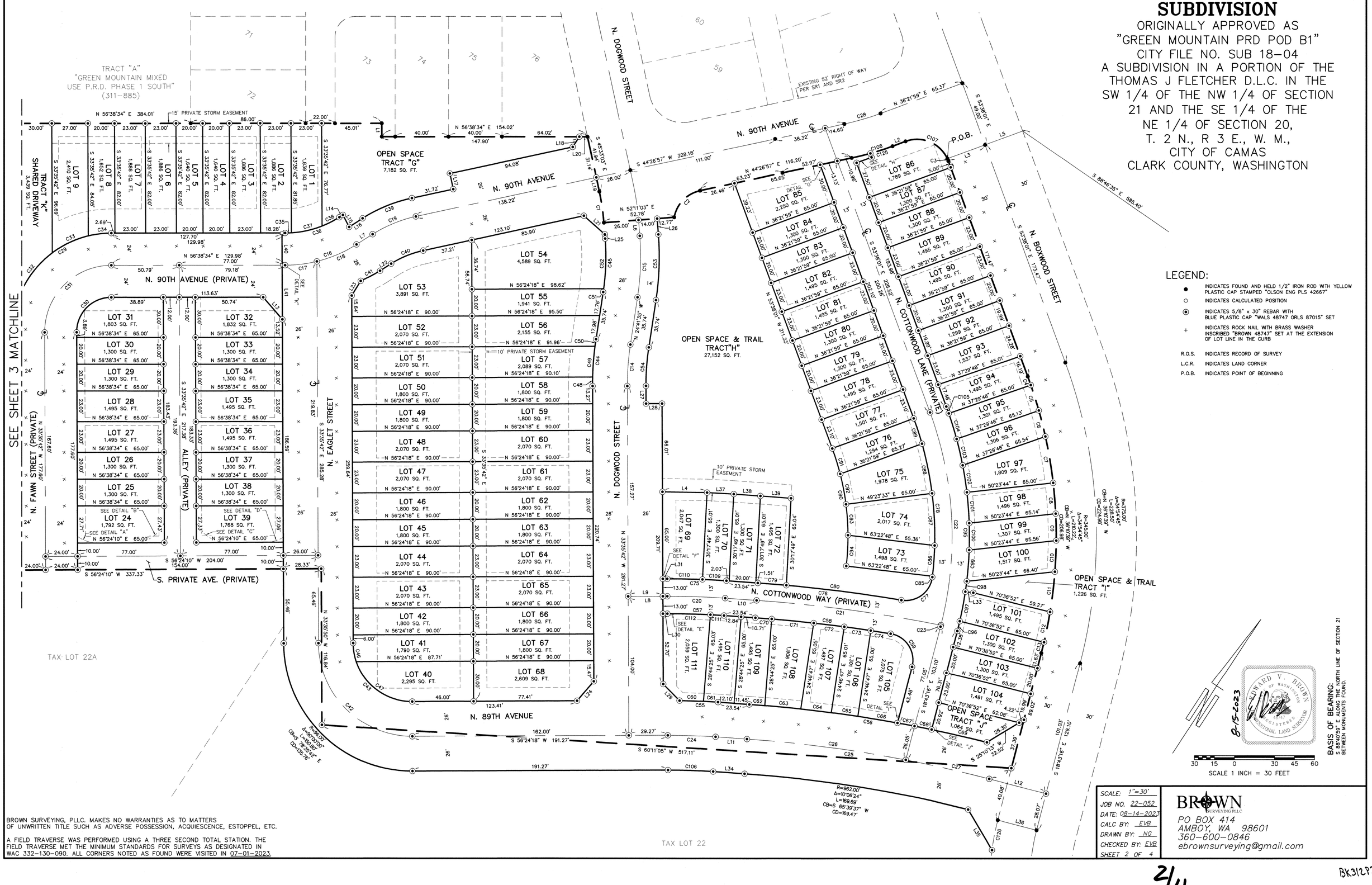
SCALE: N/A
JOB NO. 22-052
DATE: 08-14-2023
CALC BY: EVB
DRAWN BY: NG
CHECKED BY: EVB
SHEET 1 OF 4

BROWN SURVEYING PLLC
PO BOX 414
AMBOY, WA 98601
360-600-0846
ebrownsurveying@gmail.com

DWG FILE: 22052S1.DWG DRAWN BY: NG PROJ MGR: EVB

THRIVE AT GREEN MOUNTAIN SUBDIVISION

ORIGINALLY APPROVED AS
"GREEN MOUNTAIN PRD POD B1"
CITY FILE NO. SUB 18-04
A SUBDIVISION IN A PORTION OF THE THOMAS J FLETCHER D.L.C. IN THE SW 1/4 OF THE NW 1/4 OF SECTION 21 AND THE SE 1/4 OF THE NE 1/4 OF SECTION 20,
T. 2 N., R 3 E., W. M.,
CITY OF CAMAS
CLARK COUNTY, WASHINGTON



LEGEND:

- ● INDICATES FOUND AND HELD 1/2" IRON ROD WITH YELLOW PLASTIC CAP STAMPED "OLSON ENG PLS 42667"
- ○ INDICATES CALCULATED POSITION
- ⊙ INDICATES 5/8" x 30" REBAR WITH BLUE PLASTIC CAP "WALS 48747 ORLS 87015" SET
- \+ INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "BROWN 48747" SET AT THE EXTENSION OF LOT LINE IN THE CURB
- R.O.S. INDICATES RECORD OF SURVEY
- L.C.R. INDICATES LAND CORNER
- P.O.B. INDICATES POINT OF BEGINNING

EDWARD V. BROWN — STATE OF WASHINGTON — 48747 — REGISTERED PROFESSIONAL LAND SURVEYOR
8-15-2023

BASIS OF BEARING:
S 88°46'35" E ALONG THE NORTH LINE OF SECTION 21 BETWEEN MONUMENTS FOUND.

30 15 0 30 45 60
SCALE 1 INCH = 30 FEET

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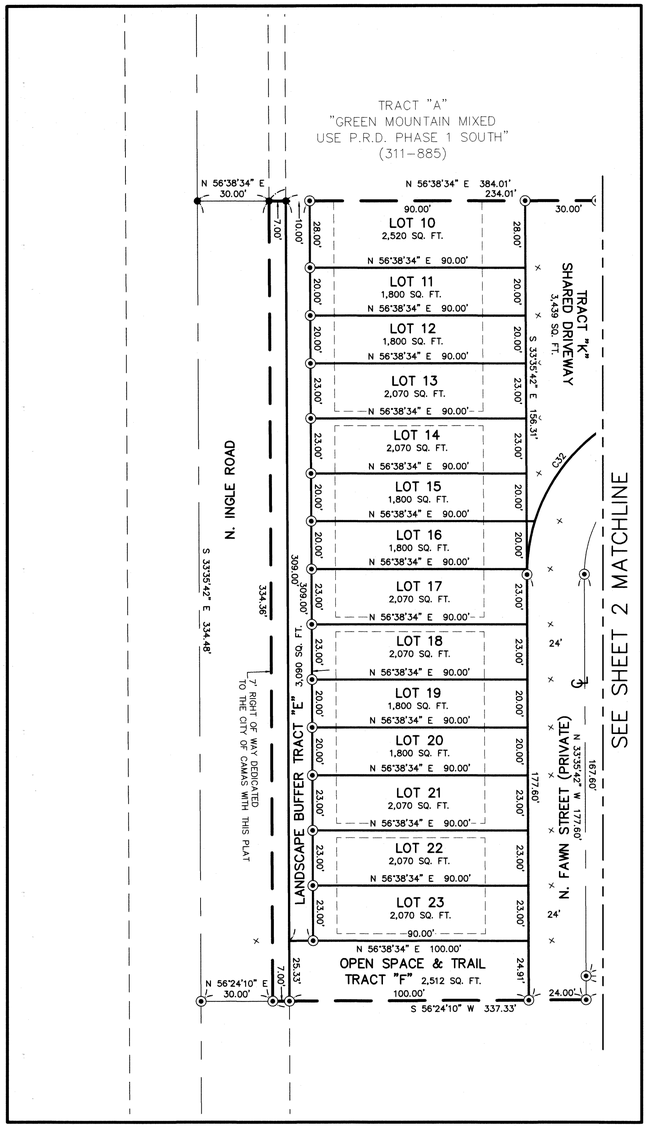
A FIELD TRAVERSE WAS PERFORMED USING A THREE SECOND TOTAL STATION. THE FIELD TRAVERSE MET THE MINIMUM STANDARDS FOR SURVEYS AS DESIGNATED IN WAC 332-130-090. ALL CORNERS NOTED AS FOUND WERE VISITED IN 07-01-2023.

SCALE:	1"=30'
JOB NO.	22-052
DATE:	08-14-2023
CALC BY:	EVB
DRAWN BY:	NG
CHECKED BY:	EVB
SHEET 2 OF	4

BROWN SURVEYING PLLC
PO BOX 414
AMBOY, WA 98601
360-600-0846
ebrownsurveying@gmail.com

THRIVE AT GREEN MOUNTAIN SUBDIVISION

ORIGINALLY APPROVED AS
"GREEN MOUNTAIN PRD POD B1"
CITY FILE NO. SUB 18–04
A SUBDIVISION IN A PORTION OF THE THOMAS J FLETCHER D.L.C. IN THE SW 1/4 OF THE NW 1/4 OF SECTION 21 AND THE SE 1/4 OF THE NE 1/4 OF SECTION 20,
T. 2 N., R 3 E., W. M.,
CITY OF CAMAS
CLARK COUNTY, WASHINGTON



CURVE TABLE					
CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C1	174.00'	7°44'06"	23.49'	N 41°41'00" W	23.47'
C2	25.00'	67°13'18"	29.33'	S 10°50'18" W	27.68'
C3	25.00'	4°34'38"	2.00'	N 55°55'20" W	2.00'
C4	345.00'	1°07'46"	6.80'	N 53°04'08" W	6.80'
C5	345.00'	3°19'28"	20.02'	N 50°50'31" W	20.02'
C6	345.00'	3°19'59"	20.07'	N 47°30'47" W	20.07'
C7	345.00'	5°50'32"	35.18'	N 42°55'32" W	35.16'
C8	345.00'	3°49'18"	23.01'	N 38°05'37" W	23.01'
C9	345.00'	3°20'06"	20.08'	N 34°30'54" W	20.08'
C10	345.00'	3°51'53"	23.27'	N 30°54'54" W	23.27'
C11	345.00'	5°02'51"	30.39'	N 26°27'32" W	30.38'
C12	345.00'	3°49'28"	23.03'	N 22°01'23" W	23.02'
C13	345.00'	1°23'23"	8.37'	N 19°24'58" W	8.37'
C14	200.00'	8°54'06"	31.07'	S 29°08'38" E	31.04'
C15	200.00'	13°10'42"	46.00'	N 31°16'57" W	45.90'
C16	100.00'	32°19'17"	56.41'	N 40°28'55" E	55.67'
C17	100.00'	13°46'15"	24.03'	N 49°45'26" E	23.98'
C18	100.00'	18°33'02"	32.38'	N 33°35'48" E	32.24'
C19	100.00'	20°07'40"	35.13'	S 34°23'07" W	34.95'
C20	592.00'	4°12'07"	43.42'	S 58°30'22" W	43.41'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C21	1092.00'	7°18'38"	139.33'	S 64°15'44" W	139.24'
C22	267.00'	34°54'45"	162.69'	N 36°10'39" W	160.19'
C23	267.00'	0°14'06"	1.10'	N 18°50'19" W	1.10'
C24	488.00'	4°12'07"	35.79'	S 58°30'22" W	35.78'
C25	988.00'	10°40'19"	184.02'	S 65°56'34" W	183.76'
C26	988.00'	6°57'23"	119.95'	S 64°05'07" W	119.88'
C27	988.00'	3°42'56"	64.07'	S 69°25'16" W	64.06'
C28	200.00'	8°04'58"	28.21'	N 40°24'28" E	28.19'
C29	74.00'	90°14'16"	116.55'	S 11°31'26" W	104.87'
C30	26.00'	90°14'16"	40.95'	S 11°31'26" W	36.85'
C31	50.00'	90°14'16"	78.75'	S 11°31'26" W	70.86'
C32	74.00'	53°30'59"	69.12'	S 06°50'12" E	66.63'
C33	74.00'	23°12'09"	29.97'	S 31°31'22" W	29.76'
C34	74.00'	13°31'08"	17.46'	S 49°53'00" W	17.42'
C35	76.00'	3°33'27"	4.72'	N 54°51'51" E	4.72'
C36	76.00'	32°19'17"	42.87'	N 40°28'55" E	42.31'
C37	76.00'	17°48'49"	23.63'	N 44°10'43" E	23.53'
C38	76.00'	10°57'01"	14.53'	N 29°47'48" E	14.50'
C39	114.00'	20°07'40"	40.05'	S 34°23'07" W	39.84'
C40	74.00'	20°07'40"	26.00'	S 34°23'07" W	25.86'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C41	96.00'	9°43'10"	16.28'	N 29°10'52" E	16.27'
C42	70.00'	90°00'00"	109.96'	S 78°35'42" E	98.99'
C43	44.00'	90°00'00"	69.12'	S 78°35'42" E	62.23'
C44	226.00'	8°54'06"	35.11'	S 29°08'38" E	35.08'
C45	174.00'	13°10'42"	40.02'	N 31°16'57" W	39.93'
C46	44.00'	18°33'11"	14.25'	S 42°52'17" E	14.19'
C47	44.00'	71°26'49"	54.87'	S 87°52'17" E	51.38'
C48	226.00'	1°42'26"	6.73'	S 32°44'29" E	6.73'
C49	226.00'	5°51'10"	23.09'	S 28°57'41" E	23.08'
C50	226.00'	1°20'31"	5.29'	S 25°21'51" E	5.29'
C51	174.00'	0°48'59"	2.48'	N 25°06'05" W	2.48'
C52	174.00'	12°21'43"	37.54'	N 31°41'26" W	37.47'
C53	214.00'	13°10'42"	49.22'	N 31°16'57" W	49.11'
C54	186.00'	8°54'06"	28.90'	S 29°08'38" E	28.87'
C55	514.00'	3°12'44"	28.82'	S 59°00'03" W	28.81'
C56	1014.00'	10°11'15"	180.29'	S 65°42'02" W	180.06'
C57	579.00'	4°12'07"	42.46'	S 58°30'22" W	42.45'
C58	1079.00'	5°24'54"	101.98'	S 63°18'52" W	101.94'
C59	20.00'	95°15'24"	33.25'	N 66°20'58" W	29.55'
C60	514.00'	1°59'48"	17.91'	S 58°23'35" W	17.91'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C61	514.00'	1°12'56"	10.90'	S 59°59'57" W	10.90'
C62	1014.00'	0°39'10"	11.55'	S 60°56'00" W	11.55'
C63	1014.00'	1°31'48"	27.08'	S 62°01'29" W	27.08'
C64	1014.00'	1°18'04"	23.03'	S 63°26'25" W	23.03'
C65	1014.00'	1°07'52"	20.02'	S 64°39'23" W	20.02'
C66	1014.00'	1°42'02"	30.09'	S 66°04'20" W	30.09'
C67	1014.00'	0°44'11"	13.03'	S 67°17'26" W	13.03'
C68	1014.00'	0°44'09"	13.02'	S 68°01'36" W	13.02'
C69	1014.00'	2°24'00"	42.47'	S 69°35'40" W	42.47'
C70	1079.00'	0°39'10"	12.29'	S 60°56'00" W	12.29'
C71	1079.00'	1°40'35"	31.57'	S 62°05'53" W	31.57'
C72	1079.00'	1°13'22"	23.03'	S 63°32'51" W	23.03'
C73	1079.00'	1°03'47"	20.02'	S 64°41'25" W	20.02'
C74	1079.00'	0°48'01"	15.07'	S 65°37'19" W	15.07'
C75	605.00'	4°12'07"	44.37'	S 58°30'22" W	44.36'
C76	1105.00'	5°36'53"	108.29'	S 63°24'52" W	108.24'
C77	20.00'	92°42'10"	32.36'	N 19°52'13" E	28.94'
C78	254.00'	27°09'10"	120.37'	N 40°03'26" W	119.25'
C79	1105.00'	1°06'52"	21.49'	S 61°09'51" W	21.49'
C80	1105.00'	4°30'01"	86.79'	S 63°58'18" W	86.77'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C85	254.00'	0°08'20"	0.62'	N 26°33'02" W	0.62'
C86	254.00'	5°11'43"	23.03'	N 29°13'03" W	23.02'
C87	254.00'	8°47'32"	38.98'	N 36°12'41" W	38.94'
C88	254.00'	8°32'02"	37.83'	N 44°52'28" W	37.80'
C89	254.00'	4°29'33"	19.92'	N 51°23'15" W	19.91'
C90	189.00'	27°00'50"	89.11'	N 40°07'36" W	88.29'
C91	189.00'	6°02'33"	19.93'	N 50°36'45" W	19.92'
C92	189.00'	6°59'01"	23.04'	N 44°05'57" W	23.02'
C93	189.00'	6°59'52"	23.08'	N 37°06'31" W	23.07'
C94	189.00'	6°59'23"	23.06'	N 30°06'53" W	23.04'
C95	280.00'	34°54'45"	170.61'	N 36°10'39" W	167.99'
C96	280.00'	1°33'30"	7.62'	N 19°30'01" W	7.62'
C97	280.00'	4°34'21"	22.35'	N 22°33'57" W	22.34'
C98	280.00'	1°37'32"	7.94'	N 25°39'54" W	7.94'
C99	280.00'	4°47'30"	23.42'	N 28°52'25" W	23.41'
C100	280.00'	4°07'05"	20.12'	N 33°19'42" W	20.12'
C101	280.00'	4°42'37"	23.02'	N 37°44'33" W	23.01'
C102	280.00'	4°11'40"	20.50'	N 42°11'41" W	20.49'
C103	280.00'	4°06'55"	20.11'	N 46°20'59" W	20.11'
C104	280.00'	4°05'51"	20.02'	N 50°27'22" W	20.02'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C105	280.00'	1°07'44"	5.52'	N 53°04'09" W	5.52'
C106	462.00'	4°12'07"	33.88'	S 58°30'22" W	33.87'
C107	25.00'	85°25'02"	37.27'	N 79°04'30" E	33.91'
C108	226.00'	8°04'58"	31.88'	N 40°24'28" E	31.86'
C109	605.00'	1°42'07"	17.97'	S 59°45'22" W	17.97'
C110	605.00'	2°30'00"	26.40'	S 57°39'18" W	26.40'
C111	579.00'	1°00'21"	10.16'	S 60°06'15" W	10.16'
C112	579.00'	3°11'46"	32.30'	S 58°00'11" W	32.29'
C113	25.00'	36°52'20"	16.09'	N 74°50'20" E	15.81'
C114	25.00'	66°55'26"	29.20'	N 22°56'27" E	27.57'
C115	25.00'	66°55'42"	29.20'	N 89°52'01" E	27.57'
C116	25.00'	31°19'48"	13.67'	N 40°44'16" E	13.50'
C117	25.00'	32°20'18"	14.11'	S 41°14'31" W	13.92'
C118	579.00'	1°00'21"	10.17'	S 56°54'29" W	10.17'
C119	25.00'	30°26'52"	13.29'	N 72°30'49" E	13.13'
C120	605.00'	0°53'05"	9.34'	S 56°50'51" W	9.34'
C121	25.00'	23°14'58"	10.14'	N 65°15'30" W	10.07'
C122	25.00'	24°43'52"	10.79'	S 41°16'05" E	10.71'
C123	25.00'	26°14'32"	11.45'	N 05°36'01" W	11.35'
C124	25.00'	33°22'55"	14.57'	S 35°24'44" E	14.36'

CURVE TABLE					
CURVE	RADIUS	DELTA	ARC DIST.	CHORD BEARING	CHORD DIST.
C125	226.00'	4°24'41"	17.40'	N 38°34'19" E	17.40'
C126	180.00'	7°14'24"	22.74'	S 22°20'26" E	22.73'
C127	226.00'	3°40'17"	14.48'	N 42°36'48" E	14.48'

CURB SCREW OFFSET TABLE	
LOT LINE	OFFSET
1/TRACT A	10.37'
1/2	9.76'
2/3 – 7/8	9.75'
8/9	10.06'
10/TRACT K	12.67'
10/11–14/15	5.25'
15/16	10.29'
16/17	9.79'
17/18–31	9.75'
32–39	11.75'
40/41	12.25'
41/42–52/53	11.75'
53/54	12.01'
54/55	11.86'
55/56	12.12'
56/57	11.85'
57/58–67/68	11.75'
86/87–94/95	11.75'
95/96	11.77'
96/97	11.83'
97/98	11.75'
98/99	11.75'
99/100	11.83'
100/TRACT I	11.94'
TRACT I/ 101	11.78'
101/102–103/104	11.75'
104/J	14.65'
105–111	11.75'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 33°21'26" E	10.00'
L2	N 36°21'59" E	10.37'
L3	S 36°21'59" W	30.08'
L4	N 57°34'03" E	33.41'
L5	N 36°21'59" E	30.00'
L6	N 37°52'18" W	11.86'
L7	N 24°19'17" E	14.28'
L8	S 56°24'18" W	29.27'
L9	N 56°24'18" E	26.00'
L10	S 60°36'25" W	23.54'
L11	N 60°36'25" E	23.54'
L12	N 71°16'44" E	43.98'
L13	S 74°22'25" E	21.84'
L14	N 24°19'17" E	3.15'
L15	S 60°59'21" E	10.03'
L16	N 24°19'17" E	11.95'
L17	N 45°33'03" W	12.00'
L18	N 00°33'03" W	9.10'
L19	N 45°33'03" W	10.80'
L20	N 56°38'34" E	6.12'

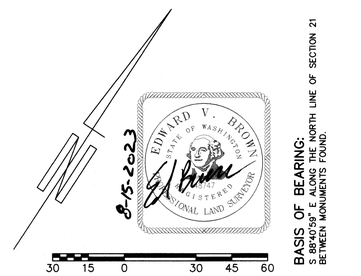
LINE TABLE		
LINE	BEARING	DISTANCE
L21	S 81°49'25" E	20.91'
L22	N 24°19'17" E	9.88'
L23	N 01°55'57" W	12.93'
L24	N 07°19'10" E	19.22'
L25	S 37°52'18" E	3.17'
L26	N 37°52'18" W	11.85'
L27	N 33°35'42" W	13.25'
L28	S 56°24'18" W	12.00'
L29	N 78°03'58" W	17.34'
L30	N 56°24'18" E	3.27'
L31	N 56°24'18" E	3.27'
L33	N 63°55'12" E	5.96'
L34	S 60°36'25" W	23.54'
L35	N 63°56'42" W	35.08'
L36	N 71°16'57" E	30.00'
L37	N 59°50'08" E	20.00'
L38	N 60°36'25" E	20.00'
L39	N 61°03'10" E	23.01'
L40	S 33°35'42" E	24.00'
L41	S 33°35'42" E	40.48'

LINE TABLE		
LINE	BEARING	DISTANCE
L42	S 33°35'42" E	5.00'
L43	S 33°35'42" E	3.73'
L44	N 33°35'42" W	3.57'
L45	N 53°38'01" W	9.58'
L46	S 44°26'57" W	2.05'
L47	S 36°21'59" W	2.29'
L48	S 53°38'01" E	10.46'
L49	S 18°43'16" E	10.85'
L50	S 66°50'58" W	2.58'
L51	S 68°30'40" W	4.13'
L52	N 18°43'16" W	13.95'
L53	S 49°13'20" E	3.18'

LEGEND:

- ● INDICATES FOUND AND HELD 1/2" IRON ROD WITH YELLOW PLASTIC CAP STAMPED "OLSON ENG PLS 42667"
- ○ INDICATES CALCULATED POSITION
- ⊙ INDICATES 5/8" x 30" REBAR WITH BLUE PLASTIC CAP "WALS 48747 ORLS 87015" SET
- \+ INDICATES ROCK NAIL WITH BRASS WASHER INSCRIBED "BROWN 48747" SET AT THE EXTENSION OF LOT LINE IN THE CURB

R.O.S. INDICATES RECORD OF SURVEY
L.C.R. INDICATES LAND CORNER
P.O.B. INDICATES POINT OF BEGINNING



BASIS OF BEARING:
S 88°40'59" E ALONG THE NORTH LINE OF SECTION 21 BETWEEN MONUMENTS FOUND.

BROWN SURVEYING, PLLC. MAKES NO WARRANTIES AS TO MATTERS OF UNWRITTEN TITLE SUCH AS ADVERSE POSSESSION, ACQUIESCENCE, ESTOPPEL, ETC.

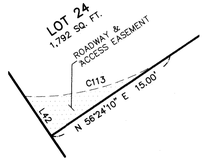
A FIELD TRAVERSE WAS PERFORMED USING A THREE SECOND TOTAL STATION. THE FIELD TRAVERSE MET THE MINIMUM STANDARDS FOR SURVEYS AS DESIGNATED IN WAC 332–130–090. ALL CORNERS NOTED AS FOUND WERE VISITED IN 07–01–2023.

SCALE: 1"=30'
JOB NO. 22–052
DATE: 08–14–2023
CALC BY: EVB
DRAWN BY: NG
CHECKED BY: EVB
SHEET 3 OF 4

BROWN SURVEYING PLLC
PO BOX 414
AMBOY, WA 98601
360–600–0846
ebrownsurveying@gmail.com

THRIVE AT GREEN MOUNTAIN SUBDIVISION

ORIGINALLY APPROVED AS
"GREEN MOUNTAIN PRD POD B1"
CITY FILE NO. SUB 18-04
A SUBDIVISION IN A PORTION OF THE
THOMAS J FLETCHER D.L.C. IN THE
SW 1/4 OF THE NW 1/4 OF SECTION
21 AND THE SE 1/4 OF THE
NE 1/4 OF SECTION 20,
T. 2 N., R 3 E., W. M.,
CITY OF CAMAS
CLARK COUNTY, WASHINGTON



DETAIL "A"
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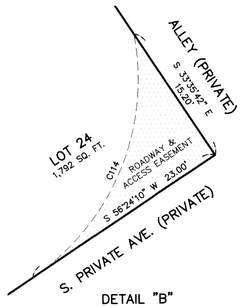

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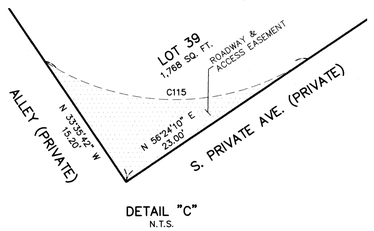

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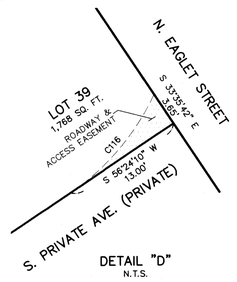

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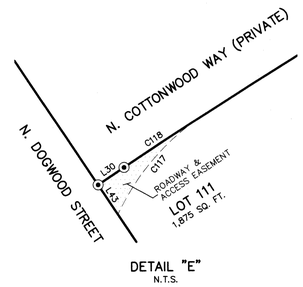

DETAIL "E"
N.T.S.

LEGEND:

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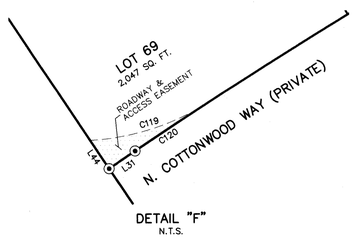

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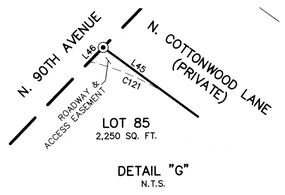

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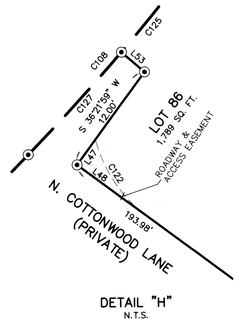

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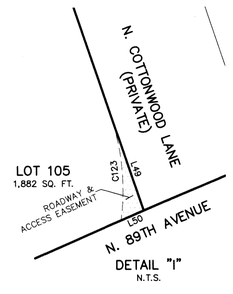

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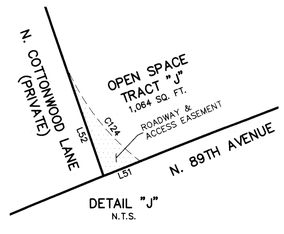

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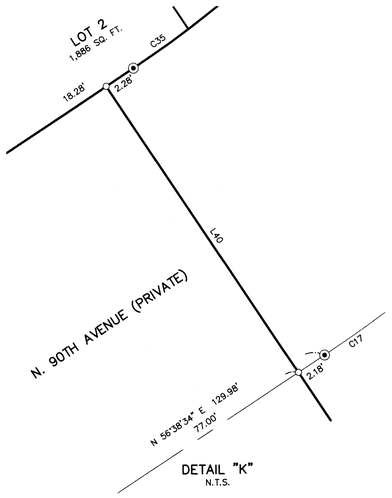

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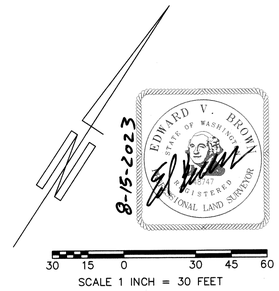

BASIS OF BEARING:
S 88°40'59" E ALONG THE NORTH LINE OF SECTION 21 BETWEEN MONUMENTS FOUND.

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SCALE: 1"=30'
JOB NO. 22-052
DATE: 08-14-2023
CALC BY: EVB
DRAWN BY: NG
CHECKED BY: EVB
SHEET 4 OF 4

BROWN SURVEYING PLLC
PO BOX 414
AMBOY, WA 98601
360-600-0846
ebrownsurveying@gmail.com

ORDINANCE NO. 23-011

AN ORDINANCE changing street names in the
Thrive at Green Mountain Subdivision.

THE COUNCIL OF THE CITY OF CAMAS DO ORDAIN AS FOLLOWS:

Section I

The names of the streets in the Thrive at Green Mountain Subdivision are changed from the existing street names shown on Exhibit "A" to the new street names shown on Exhibit "A".

Section II

This ordinance shall take force and be in effect five (5) days from and after its publication according to law.

Section III

This ordinance shall not be codified.

PASSED by the Council and APPROVED by the Mayor this 6th day of November, 2023.

SIGNED: _____
Mayor

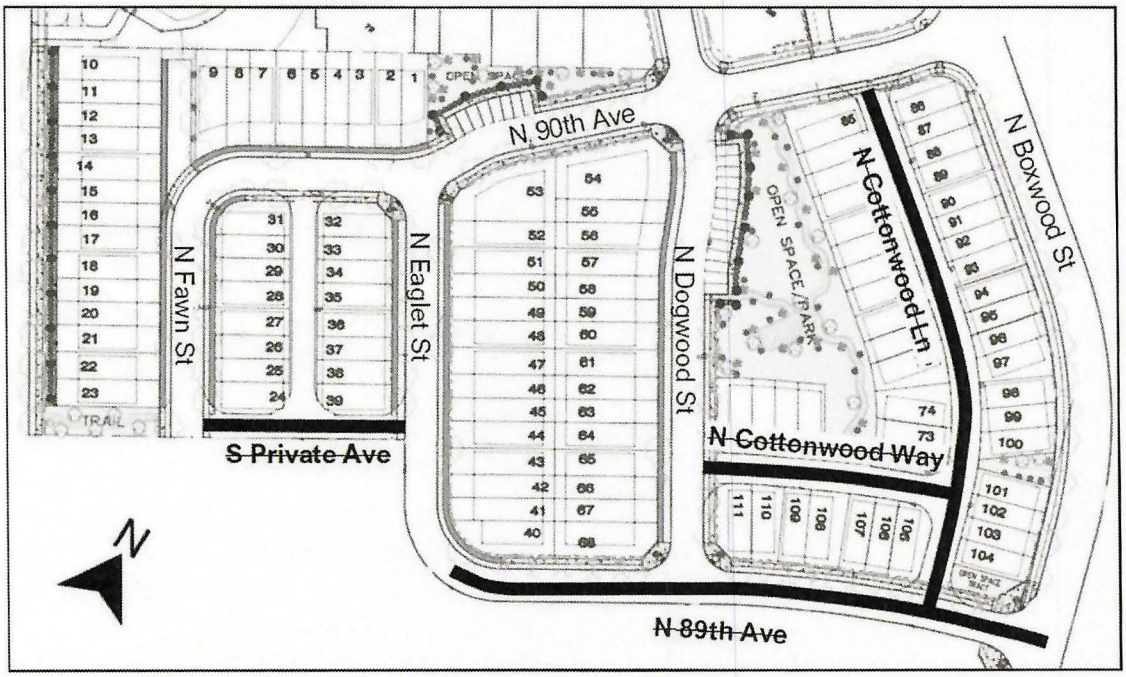
ATTEST: _____
Clerk

APPROVED as to form:

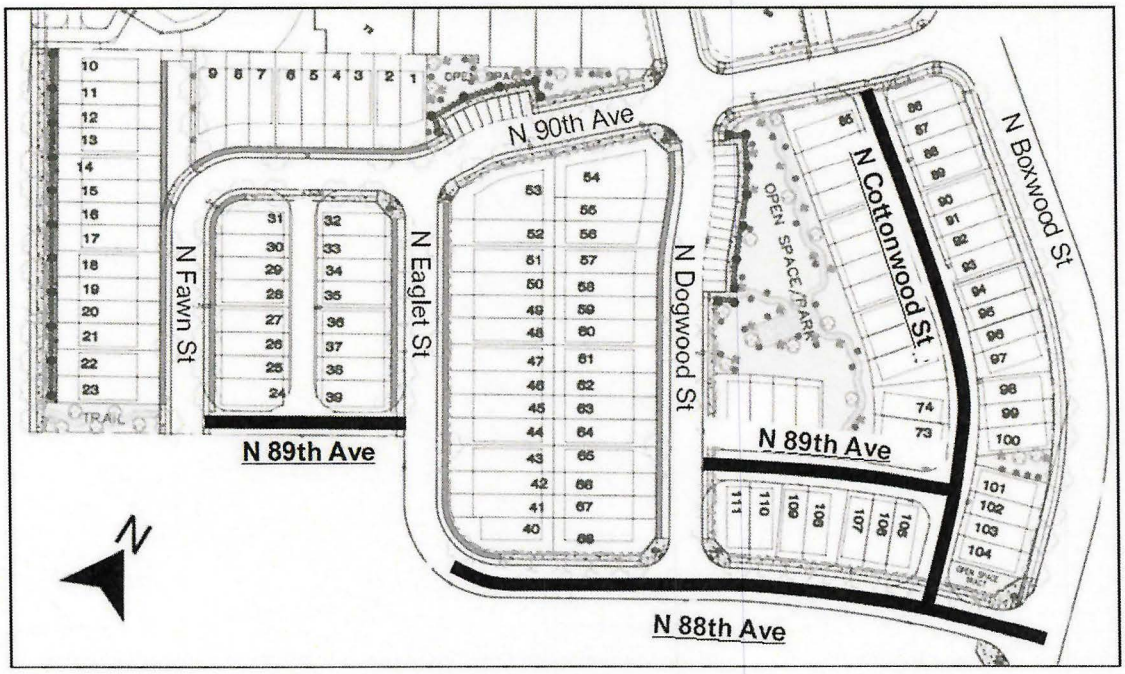
_____
City Attorney

Exhibit "A"

THRIVE AT GREEN MOUNTAIN - EXISTING STREET NAMES



THRIVE AT GREEN MOUNTAIN - NEW STREET NAMES



5134733 AGR
RecFee - $196.00 Pages: 75 - LANDERHOLM
Clark County, WA 01/06/2015 11:23

RETURN ADDRESS
Randall Printz
Landerholm
PO Box 1086
Vancouver, WA. 98666

Please print neatly or type information
Document Title(s)

Development Agreement

Reference Numbers(s) of related documents:

none

Additional Reference #'s on page ____

Grantor(s) (Last, First and Middle Initial)

City of Camas, Green Mountain Land LLC

Additional grantors on page ___

Grantee(s) (Last, First and Middle Initial)

City of Camas, Green Mountain Land LLC

Additional grantees on page ____

Legal Description (abbreviated form: i.e. lot, block plat or section, township, range, quarter/quarter)

Sections 17, 20 and 21 T2N, R3E

Additional legal is on page ____

Assessor's Property Tax Parcel/Account Number

172555-000, 172557-000, 172553-000, 172559-000, 173178-000
172341-000, 171727-000, 171704-000 173165-000

Additional parcel #'s on page ____

The Auditor/Recorder will rely on the information provided on this form. The staff will not read the document to verify the accuracy or completeness of the indexing information provided herein.

I am requesting an emergency nonstandard recording for an additional fee as provided in RCW 36.18.010. I understand that the recording processing requirements may cover up or otherwise obscure some part of the text of the original document.

Stacey Fields
Signature of Requesting Party

UNOFFICIAL

After recording, return to:

RANDALL B. PRINTZ
Landerholm, Memovich,
Lansverk & Whitesides, P.S.
P.O. Box 1086
Vancouver, WA 98666-1086

Space Above for Recording Information Only

DEVELOPMENT AGREEMENT

This Development Agreement (the "Agreement") is made and entered into by and between the CITY OF CAMAS, a Washington Municipal Corporation (hereinafter referred to as the "City") and Green Mountain Land LLC (hereinafter referred to as the "Owner") (and collectively referred to as "Parties").

RECITALS

WHEREAS, Owner owns or controls certain real property which is located within the City's municipal boundary and which is more fully described in the attached Exhibit "A", (hereinafter referred to as the "Property"); and,

WHEREAS, the City and the Owner recognize this area will develop over a period of years and wish to provide predictability about the development standards that will apply to the Property over the course of its full development in order to increase efficient use of urban services; provide compatibility amongst the various phases of the Property as they develop; and to allow for substantial environmental review to occur prior to any development, recognizing that Washington's State Environmental Policy Act discourages piecemeal review; and,

WHEREAS, the City is a Washington Municipal Corporation with annexation powers, and land use planning and permitting authority over all land within its corporate limits; and,

WHEREAS, the Washington State Legislature has authorized the execution of Development Agreements between local governments and a person having ownership or control of real property within its jurisdiction pursuant to RCW 36.70B.170(1); and,

UNOFFICIAL

WHEREAS, pursuant to RCW 36.70B.170, a Development Agreement may set forth the development standards and other provisions that shall apply to, govern and vest the development, use and mitigation of the development of real property for the duration specified in the agreement; which statute provides:

> (1) A local government may enter into a Development Agreement with a person having ownership or control of real property within its jurisdiction. A city may enter into a development agreement for real property outside its boundaries as part of a proposed annexation or a service agreement. A development agreement must set forth the development standards and other provisions that shall apply to and govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement. A development agreement shall be consistent with applicable development regulations adopted by a local government planning under chapter 36.70A RCW; and

WHEREAS, the legislative findings supporting the enactment of this section provide:

> The legislature finds that the lack of certainty of the approval of development projects can result in a waste of public and private resources escalate housing costs for consumers and discourage the commitment to comprehensive planning which would make maximum efficient use of resources at the least economic cost to the public. Assurance to a development project applicant that upon government approval the project may proceed in accordance with existing policies and regulations, and subject to conditions of approval, all as set forth in a development agreement, will strengthen the public planning process, encourage private participation and comprehensive planning, and reduce the economic cost of development. Further, the lack of public facilities and services is a serious impediment to development of new housing and commercial uses. Project applicants and local governments may include provisions and agreements whereby applicants are reimbursed over time for financing public facilities. It is the intent of the legislature by RCW 36.70B.170 through 36.70B.210 to allow local governments and owners and developers of real property to enter into development agreements; and

WHEREAS, for the purposes of this Agreement, "Development Standards" includes, but is not limited to, all of the standards listed in RCW 36.70B.170(3); and,

NOW, THEREFORE, THE PARTIES HERETO AGREE AS FOLLOWS:

Section 1. Development Agreement. This Agreement is a Development Agreement to be implemented under the authority of and in accordance with RCW 36.70B.170 through RCW 36.70B.210. It shall become a contract between the Owner and the City upon its

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approval by ordinance or resolution following a public hearing as provided for in RCW 36.70B.170; and upon execution by all parties.

Section 2. Term of Agreement. This Agreement shall be valid through December 31, 2029; unless extended or terminated by mutual consent of the Parties; provided however, if this Agreement or any initial land use applications related to the Property and filed within one year of the effective date of this Agreement, are appealed, the term of this Agreement shall be tolled for the time during which the appeal is pending or 18 months, whichever is less.

Section 3. Previous Agreements. The parties agree that the Pre-Annexation Agreement dated May 22, 2008 and recorded under Clark County Auditor's No. 4458438 and the Agreement dated December 21, 2009, between GM Camas LLC and the City, recorded under Clark County Auditor's No. 4636619 are intended to be completely superseded by this by this Agreement with respect to the Property and those agreements will no longer apply to the Property or be binding on the parties.

Section 4. Vesting. Any land use applications submitted with respect to the Property during the term of this Amendment, shall be vested to: (1) the following zoning, land use regulations and Development Standards in effect on the effective date of this Agreement, unless otherwise provided for in this Agreement: CMC title 13 Divisions I, II, and IV; CMC title 14.02.050 and resolution 1193 adopting the 2012 SMMWW; CMC title 16.01-16.21; CMC 16.31; CMC Title 17 and CMC Title 18. Any land use approvals affecting the Property issued after the effective date of this Agreement shall remain in effect during the term of this Agreement, regardless of the time period that they would have otherwise been valid for; provided however, that preliminary plat approvals shall be valid for a period of seven years from the date of the approval, regardless of whether the end of such seven years occurs during or after the term of this Agreement. Nothing in this section shall preclude the City from extending such preliminary plat approval beyond seven years if the City determines such act is appropriate. An archeological pre-determination report shall be required for the project with an application for a Planned Residential Development. The City, based upon review of the archeological predetermination report, may require additional surveys, studies, or mitigation. The City is currently considering amendments to its zoning code that would (a) expressly provide for commercially zoned property to be included in a Planned Residential Development under certain prescribed conditions. While nothing in this Amendment shall be construed as indicating or requiring that the City will adopt such regulations, in the event that the City does adopt such regulations, the Property may be developed utilizing those regulations without waiving any of the rights vested under this Agreement. The vesting provided for under this Agreement shall not apply to System Development Charges, Impact Fees or application or review fees.

Section 5. Master Plan. Attached as Exhibit "B" and incorporated by reference herein, is a Mixed Use Master Plan (Master Plan). The Master Plan will provide the Parties with predictability regarding the future development of the Property including any associated

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offsite improvements related to transportation or utilities. Future development of the Property shall be generally consistent with the Master Plan. Planning standards that the Owner may utilize for the Master Plan are provided for in Section 5.6. The property shall be developed with a maximum of 1,300 dwelling units and reserve a net 8.8 acres of undeveloped land for construction of commercial uses within the Urban Village area. At the sole discretion of the City, for each additional full acre of net developed commercial land within the Urban Village area beyond the initial 8.8 acres, an additional residential bonus of 40 units may be granted and applied to the overall property. In no event, shall more than 1400 dwelling units be developed on the Property. It is contemplated by the parties that due to the number of years it will likely take the project to fully build out, changing market conditions, future urban growth boundary expansion considerations and other factors, the parties may wish to revisit some portions of the Master Plan, including raising the maximum number of residential units or commercial square footage. While nothing contained herein shall be construed to obligate either party to amend the Master Plan, it is recognized that future evolution of the City may warrant consideration of such issues.

Section 5.1 SEPA. Pursuant to the State Environmental Policy Act (SEPA), piecemeal environmental review is to be discouraged. As such, the Parties wish for SEPA review to be accomplished as part of the Agreement for as many of the Master Plan's potential adverse environmental impacts as can be reasonably analyzed, based upon current information submitted with this Agreement, including, but not limited to, the conceptual master plan, traffic study, tree analysis, GIS data as to the general presence of wetlands on some portions of the Property, ELS letter addressing off site impacts of storm water to surrounding plant and wetland communities. This may be done under the Consolidated Review provisions of SEPA. The SEPA checklist attendant with this Agreement identifies various potential adverse impacts including transportation, parks, trees, wetlands sewer, water and storm water. The Checklist also identifies a variety of technical reports or information that provides a basis for the proposed mitigation or partial mitigation of these impacts. It is the intent of this Agreement and its attendant SEPA process, to have the City issue a Threshold Determination (as that term is utilized in RCW 43.21C) on the identified impacts of the implementation of the Master Plan. Impacts that are identified at future stages of the development, i.e., Planned Residential Development approval or Preliminary Plat approval, that have been previously analyzed through this or other SEPA processes, shall not be re-analyzed; provided the future identified adverse impacts are substantially similar to and of the same or less intensity as those previously analyzed under this or other SEPA processes. Nothing in this Section shall preclude the City from requesting information on the potential adverse environmental impacts associated with a specific preliminary plat application that have not been previously analyzed as required under the State Environmental Policy Act.

Section 5.2 Parks. The Master Plan includes an extensive park/open space/trail network that can easily be accessed on foot, bike or by auto. This network provides developed and undeveloped areas of active and passive recreation, connected by a trail system that runs throughout the project. Attached as Exhibit "C", which is incorporated by reference

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herein, is a parks/open space/trail plan and summary sheet which describes the major components of the recreational network. It is anticipated that, (assuming appropriate amendments are made to the Parks Plan and Park Impact Fee program that provides PIF credits in an amount acceptable to the Owner) future development phases of the Property shall implement the applicable parks/open space/trail portion of the Master Plan, or something substantially similar thereto. The Parties agree that a park in this area that would in whole or in part be Park Impact Fee Creditable. However, as of the date of this Agreement, specificity as to the size of the park or the extent of improvements of the park; or the amount of Park Impact Fee credits that would be available for park land dedication or construction of improvements has not yet been determined. Because of these factors, the Parties agree to work together through the Parks Plan update and Park Impact Fee program update to arrive at an agreement regarding the size and improvements of the park to be created by the Owner and the amount of Park Impact fee Credits that would be issued to the Owner for the construction and dedication of the park.

Section 5.3 Transportation. Kittelson and Associates Transportation Engineers and the City have analyzed the transportation impacts of the full development of the Property as depicted in the Master Plan. The attached analysis includes consideration of the transportation impacts of 1,300 hundred residential units. The Property at full development will increase the existing number of PM peak hour trips on the transportation system by 1,365 trips. Based upon Kittelson's and the City's analysis, the future development of the Property (PRD and Preliminary Plat approval) shall be conditioned upon the mitigation measures and timing of construction as provided for in Exhibit "D", which is attached hereto and incorporated herein. The Property shall be vested during the term of this Agreement with 1,365 PM peak hour and 13,980 average daily trips and no additional off site transportation mitigation or analysis will be required during the term of this Agreement; provided however, that in the event the Owner proposes uses or intensities of uses that would cause the total number of PM Peak or Average Daily trips to exceed the number of trips analyzed as part of this Agreement, then the City may require additional transportation analysis and lawful mitigation. The transportation vesting provided for in this Section shall be subject to the mitigation measures and the timing provided for in Exhibit "D". Some of the transportation improvements (either on Goodwin Road, Ingle Road or off site) may be on the City's Transportation Capital Facility Plan. The Owner or successor in interest to the Property, upon construction of such qualifying transportation improvement, shall receive Transportation Impact Fee Credits, but only if such improvements are eligible for Credits under the City's applicable Capital Facilities Plan and Transportation Impact Fee programs.

Section 5.4 Tree Preservation. The Property has been previously logged and portions cleared for a golf course, but there remain a large number of trees of varying species on the Property. In order to enhance the ability to preserve trees in a predictable manner, the Parties wish to provide a comprehensive tree preservation plan for the future development of the Property, rather than through a piece meal approach whereby tree preservation is determined on a phase by phase basis as the Property develops over many years. In addition to

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the preservation of nearly five thousand trees, over 2,000 trees will be planted in conjunction with the development of the property consistent with the City's landscape requirements. Attached as Exhibit "E", which is incorporated by reference herein, is a Comprehensive Tree Preservation Plan for the Master Plan. Future development phases of the Property shall implement and be consistent with the Comprehensive Tree Preservation Plan for each tree area identified in Exhibit E, or something substantially similar thereto, as approved by the City. Compliance with the Tree Preservation Plan provided for in Exhibit "E" in a future PRD or other design or application for the development of the Property, will be deemed to satisfy the City's tree preservation regulations for the project as whole, including CMC 17.19.030. At the time any Preliminary Plat or Site Plan Review application, is applied for, the development applicant shall provide a report from a certified arborist or biologist regarding the health of the trees to remain in the development applied for to assure that no trees will be left standing that will cause an unreasonable risk of harm to future residents of the project.

Section 5.5 Planning Standards. The Parties: in recognizing the critical area constraints on the Property, particularly slopes and wetlands; the desire to reduce impacts to those critical areas; the Property's variety of different zoning designations, densities and uses; and, the desire to create a neighborhood environment that will offer a variety of housing types that will be functionally integrated through pedestrian, open space and trail connectivity, have created planning standards to enhance the Property's ability to achieve these and other goals. These standards may be used in addition to those that would otherwise be available through the City's PRD or density transfer provisions. Attached as Exhibit "F" is a set of these Planning Standards relating to various identified portions of the Conceptual Master Plan that may be used in the development of the property.

Section 5.6 Existing Covenant The parties agree the existing Conservation Covenant, recorded with the Clark County auditor under file #9608010075, shall expire and no longer apply to the Property upon approval of planned Residential Development of the entire property. Such PRD application shall be reviewed in absence of consideration of the covenant, but instead evaluate critical areas based upon current analysis and regulations. Notwithstanding the expiration of the Conservation covenant, the City may, as part of a development review process, require separate conservation covenants to be recorded as part of mitigating any critical or sensitive area impacts.

Section 6 Storm Water Regulations. With respect to Storm water Standards only, during the term of this Agreement the Property shall adhere to and be regulated by the rules and regulations and ordinances that are in effect on the date of this Agreement; specifically, CMC title 14.02.050 and resolution 1193 adopting the 2012 SMMWW. The Parties recognize that there may be opportunities for regional storm water strategies or facilities in the North Lacamas Lake area. The Parties agree to continue to explore with each other and with interested third parties options for regional storm water strategies / facilities in this area.

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Section 6.1. The City shall have no liability for any damages or losses suffered by the Owner or the Owner's successors if a federal or state agency takes action that voids, nullifies or preempts the City's agreement to permit vesting under this Agreement. Owner and Owner's successors shall further indemnify and hold harmless the City of Camas from any and all liability, including third party liability, under any applicable state or federal regulations including, but not limited to, the Clean Water Act, for any actual or alleged violation of said regulations arising from the City's agreement to allow the vesting described in this Section 6.1 or in the event said third party or agency challenges the adoption of this Agreement within the applicable timeframes. In such event, the City, in its sole discretion, may require the owner or the owner successors to post a bond in an amount deemed reasonably sufficient to cover all costs and expenses associated with any claim or action for liability as described herein, including reasonable attorney's fees to be incurred by the City in defending any third party claim. Upon notice of any claim or action for liability against City relating to this Section, the City shall timely notify Owner or Owner's successors of their duties for indemnification of the City. Within ten (10) days of such notice, Owner may, at Owner's sole discretion, revoke its vested rights to the City's current storm water standards arising under this section by giving written notice of such revocation to the City. Upon such revocation, the Owner shall have no further liability to the City or obligation to indemnify the City. The Owner may choose to waive the vesting provided for in Section 6, if it notifies the City in writing. In that event, any fully complete development application submitted to the City and relating to the Property, shall vest to the storm water rules and regulations in effect at the time such application is submitted to the City. If the Owner chooses to waive the vesting provided for in Section 6, then all vested rights created in Section 6, shall become null and void, but such choice shall not affect any other provisions of this Agreement.

Section 7 Streetscape. Owner agrees to incorporate into its development application submittal package streetscape standards for primary streets within the Property addressing street specifications, tree spacing and species, sidewalk separation, trash receptacles, benches and other street amenities that will create an inviting, safe passage for not only vehicular but pedestrian traffic. Owner streetscape standards will be consistent with the streetscape standards identified in Exhibit "G" or to the adopted streetscape standards, at the City's sole discretion, at the time of development approval. At the time of application, Owner shall further be required to meet the current City minimum Street standards in CMC 17.19 and the Camas Design Standards Manual.

Section 8 Significant Views. The property includes land (Green Mountain) that is recognized as an important scenic and forested backdrop to Lacamas Lake as viewed from roads and vistas around the lake, which in turn plays a role in defining the City's character. The City's Comprehensive Plan identifies the goal of "preserving the scenic and aesthetic quality of shoreline areas and vistas to the greatest extent possible." The Comprehensive Plan also identifies as a strategies to achieve these goals: establishment and maintenance of a permanent open space network and greenways; and, preserving the visual integrity of the wooded hillsides that provide the backdrop for the City; including the preservation of natural

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vegetation, minimizing disruption of soils and slopes, maintaining drainage patterns and encouraging wildlife habitats. As such, any development application under this Amendment shall comply with CMC 16.33 including any necessary mitigation plan, prepared and reviewed in accordance with CMC 16.33. Compliance with this section shall include, but not be limited to, review of any Development Application for consistency with the policies under CMC Section 16.33.010(B) and may be conditioned or denied to mitigate views impacts consistent with CMC Section 16.33.010(B)(4), (5).

Section 9 Golf Course. The parties acknowledge that a portion of the property is currently utilized as a golf course and related uses, subject to a conditional use permit. Nothing contained within this Amendment shall be construed as an indication on the part of the City that such use is prohibited or constrained in any manner and such use may continue after the execution of this Agreement.

Section 10. Remedies. Should a disagreement arise between the City and Developer regarding the interpretation and application of this Agreement, the parties agree to attempt to resolve the disagreement by first meeting and conferring. If such meeting proves unsuccessful to resolve the dispute, the disagreement may be resolved by judicial action filed in the Clark County Superior Court.

Section 11. Performance. Failure by either party at any time to require performance by the other party of any of the provisions hereof shall in no way affect the parties' rights hereunder to enforce the same, nor shall any waiver by a party of the breach hereof be held to be a waiver of any succeeding breach or a waiver of this non-waiver clause.

Section 12. Venue. This Agreement shall be construed in accordance with and, governed by, the laws of the State of Washington. The parties agree to venue in the Superior Court for Clark County, State of Washington, to resolve any disputes that may arise under this Agreement.

Section 13. Severability. If any portion of this Agreement shall be invalid or unenforceable to any extent, the validity of the remaining provisions shall not be affected thereby.

Section 14. Inconsistencies. If any provisions of the Camas Municipal Code are deemed inconsistent with the provisions of this Agreement, the provisions of this Agreement shall prevail.

Section 15. Binding on Successors and Recording. The rights and obligations created by this Agreement are assignable and shall be binding upon and inure to the benefit of Owner, the City, and their respective heirs, successors and assigns. Only Owner and the City or their assigns shall have the right to enforce the terms of this Amendment. This Agreement shall be recorded against the real property indicated on Exhibit "A" with the Clark County Auditor.

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Section 16. Recitals. Each of the recitals contained herein are intended to be, and are incorporated as, covenants between the parties and shall be so construed.

Section 17. Amendments. This Agreement may only be amended by mutual agreement of the parties. Pursuant to RCW 36.70B.170(4), the City reserves the authority to impose new or different regulations to the extent required by a serious threat to public health and safety.

Exhibits:

Exhibit A: Legal Description of Property
Exhibit B: Master Plan
Exhibit C: Park Plan
Exhibit D: Transportation Mitigation
Exhibit E: Tree Plan
Exhibit F: Planning Standards
Exhibit G: Streetscape Standards

IN WITNESS WHEREOF, the parties hereto have caused this Amendment to be executed as of the dates set forth below:

CITY OF CAMAS

By _____
Title Mayor

GREEN MOUNTAIN LAND LLC

By _____
Title Manager

STATE OF WASHINGTON)
) ss.
County of Clark)

I certify that I know or have satisfactory evidence that John O'Neil is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute this instrument and acknowledged it as the Manager of GREEN MOUNTAIN LAND, LLC to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

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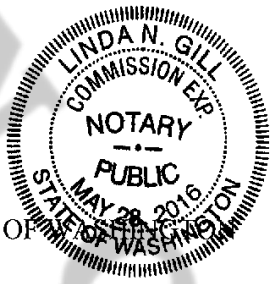
DATED: December 22, 2014.



Linda N Gill
NOTARY PUBLIC for the State of Washington,
Residing in the County of Clark
My Commission Expires: 5-28-16

STATE OF WASHINGTON)
) ss.
County of Clark)

I certify that I know or have satisfactory evidence that Scott Higgins is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute this instrument and acknowledged it as the Mayor of the CITY OF CAMAS, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED: December 16, 2014.

LEISHA A. COPSEY
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES
AUGUST 30, 2015

Leisha A Copsey
NOTARY PUBLIC for the State of Washington,
Residing in the County of Clark
My Commission Expires: 8/30/15

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LAND SURVEYORS
ENGINEERS

(360) 695-1385
1111 Broadway
Vancouver, WA
98660

EXHIBIT A

LEGAL DESCRIPTION FOR GREEN MOUNTAIN LAND, LLC
PERIMETER

May 27, 2014

A parcel of land in the South half of Section 17, the East half of Section 20, and the West half of Section 21, all in Township 2 North, Range 3 East of the Willamette Meridian in Clark County Washington, described as follows:

BEGINNING at the Northeast corner of the Southeast quarter of said Section 17;

THENCE North 89° 22" 57" West, along the North line of the South half of said Section 17, a distance of 3514.78 feet, more or less, to the centerline of Northeast Ingle Road;

THENCE South 01° 53' 59" West, along said centerline, a distance of 477.58 feet to a point on a 335.00 foot radius curve to the left;

THENCE along said centerline, and along said 335.00 foot radius curve to the left (the long chord of which bears South 19° 58' 22" East, a distance of 249.60 feet), an arc distance of 255.77 feet;

THENCE South 41° 50' 43" East, along said centerline, a distance of 141.81 feet to a 675.00 foot radius curve to the right;

THENCE along said centerline, and along said 675.00 foot radius curve to the right (the long chord of which bears South 33° 13' 03" East, a distance of 202.52 feet), an arc distance of 203.29 feet;

THENCE South 24° 35' 23" East, along said centerline, a distance of 57.61 feet to a point on a 1200.00 foot radius curve to the left;

THENCE along said centerline, and along said 1200.00 foot radius curve to the left (the long chord of which bears South 28° 02' 22" East, a distance of 144.41 feet), an arc distance of 144.50 feet;

THENCE South 31° 29' 20" East, along said centerline, a distance of 190.47 feet;

THENCE South 30° 43' 55" East, along said centerline, a distance of 678.85 feet;

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THENCE South 29° 58' 13" East, along said centerline, a distance of 238.24 feet to a point which bears South 59° 56' 15" West from a 1/2" iron pipe marking the Northwest corner of that parcel of land conveyed to Keith and Gloria Bakker by deed recorded under Auditor's File No. G 646584, records of Clark County;

THENCE leaving said centerline, North 59° 56' 15" East, a distance of 21.66 feet to said iron pipe on the North line of said Bakker parcel;

THENCE continuing North 59° 56' 15" East, along said North line, a distance of 329.81 feet to a 3/4" iron pipe and the Northeast corner thereof;

THENCE South 33° 49' 02" East, along the East line of said Bakker parcel, a distance of 667.95 feet to a 3/4" iron pipe at the Southeast corner thereof;

THENCE South 49° 37' 59" West, along the South line of said Bakker parcel, a distance of 353.18 feet, more or less, to the centerline of Northeast Ingle Road;

THENCE South 40° 25' 24" East, along said centerline, a distance of 178.15 feet to a point which bears South 06° 18' 14" West from a 1/2" iron pipe on an Easterly line of that parcel of land conveyed to James M. Bartmess by deed recorded under Auditor's File No. 8911140220, records of Clark County;

THENCE North 06° 18' 14" East, along said Easterly line, a distance of 71.63 feet to said iron pipe and to an angle point;

THENCE North 86° 45' 59" East, along the Southerly line of said Bartmess tract, a distance of 9.94 feet to the Northwest corner of that parcel of land conveyed to Ronald and Rhonda Warman by deed recorded under Auditor's File No. 9004270087, records of Clark County;

THENCE North 86° 58' 36" East, along the North line of said Warman parcel, a distance of 790.14 feet to the Northeast corner thereof;

THENCE South 02° 04' 33" West, along the East line of said Warman parcel, a distance of 973.64 feet, more or less to the Northeasterly right-of-way line of Northeast Ingle Road as conveyed to Clark County by deed recorded under Auditor's File No. 4217481 D, said point being 30.00 feet from, when measured perpendicular to, the centerline of said Road;

THENCE South 40° 25' 24" East, along said right-of-way line, a distance of 353.90 feet to a point on a 2030.00 foot radius curve to the right;

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THENCE along said right-of-way, and along said 2030.00 foot radius curve to the right (the long chord of which bears South 37° 00' 37" East, a distance of 241.71 feet), an arc distance of 241.85 feet;

THENCE South 33° 35' 50" East, along said right-of-way, a distance of 1043.01 feet to a point on a 830.00 foot radius curve to the right;

THENCE along said right-of-way, and along said 830.00 foot radius curve to the right (the long chord of which bears South 23° 12' 47" East, a distance of 299.21 feet), an arc distance of 300.85 feet;

THENCE South 12° 49' 45" East, along said right-of-way, a distance of 392.70 feet to a point on a 770.00 foot radius curve to the left;

THENCE along said right-of-way, and along said 770.00 foot radius curve to the left (the long chord of which bears South 29° 32' 51" East, a distance of 443.01 feet), an arc distance of 449.36 feet;

THENCE South 46° 15' 59" East, along said right-of-way, and the Southerly projection thereof, a distance of 39.01 feet, more or less, to a point on the centerline of Northeast Goodwin Road;

THENCE North 43° 58' 00" East, along said centerline, a distance of 494.48 feet to a point on a 955.00 foot radius curve to the right;

THENCE along said centerline, and along said 955.00 foot radius curve to the right (the long chord of which bears North 56° 56' 15" East, a distance of 428.71 feet), an arc distance of 432.40 feet;

THENCE North 69° 54' 30" East, along said centerline, a distance of 354.84 feet to a point on a 955.00 foot radius curve to the right;

THENCE along said centerline, and along said 955.00 foot radius curve to the right (the long chord of which bears North 80° 35' 44" East, a distance of 354.20 feet), an arc distance of 356.26 feet to a point on the South line of the Northwest quarter of said Section 21;

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THENCE South 88° 43' 02" East, along said South line, a distance of 987.61 feet to the Southeast corner of said Northwest quarter;

THENCE North 01° 27' 15" East, along the East line of said Northwest quarter, a distance of 1314.56 feet to the North line of the South half of the Northwest quarter of said Section 21;

THENCE North 88° 42' 01" West, along said North line, a distance of 1800.91 feet, more or less, to the East line of the T.J. Fletcher Donation Land Claim No. 51;

THENCE North 01° 13' 25" East, along said East line, a distance of 1315.09 feet, more or less, to the North line of the Northwest quarter of said Section 21;

THENCE North 88° 40' 59" West, along said North line, a distance of 830.93 feet to the Northwest corner of said Section 21;

THENCE North 01° 45' 50" East, along the East line of the Southeast quarter of said Section 17, a distance of 2650.46 feet to the POINT OF BEGINNING.

SUBJECT TO county roads.

EXCEPT that parcel conveyed to Green Mountain Resorts, Inc. by deed recorded under Auditor's File No. 9311050364, also known as Mountain Glen Subdivision, recorded in Book "J" of Plats, at Page 199, records of Clark County.

ALSO EXCEPT that parcel of land conveyed to R. Lon and Rachelle Combs, recorded under Auditor's File No. 4150099 D, records of Clark County.



d 5/29/14

Z:\8000\8900\8930\8938\Legal Descriptions\8938.0008leg-Perimeter.doc
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GREEN MOUNTAIN

CONCEPTUAL MASTER PLAN FOR A MIXED USE PRD

CAMAS, WASHINGTON
GREEN MOUNTAIN LAND, LLC. 11/19/14

EXHIBIT B

TOTAL SITE AREA 283.3 AC

SITE AREA TABLE

R10 ZONE	119.7 AC
R6 ZONE	54.8 AC
MF10 ZONE	93.0 AC
CC ZONE	15.8 AC

RESIDENTIAL DENSITY CALCULATION

R-10	119.7	@ 4.3 / ACRES = 515 UNITS
R-6	54.8	@ 7.2 / ACRES = 395 UNITS
MF-10	93.0	@ 10 / ACRES = 930 UNITS
TOTAL		1840 UNITS

DENSITY TABLE

POD	ACRES	APPROXIMATE LOT SIZE RANGE	MAXIMUM UNITS/LOTS
A	12.2 (A1-A3)	HD	219
B	15.5 (B1-B5)	1000-3000	217
C	11.9 (C1-C2)	3000-5000	95
D	41.3 (D1-D6)	4000-6000	309
E	26.5 (E1-E4)	4200-7200	172
F	28.6 (F1-F4)	5250-9000	157
G	30.0 (G1)*	15,000-40,000	31
H	15.4 (CC)		100
TOTALS	181.4 AC		1300

*40% OF G (TOTAL 50 ACRES) TO BE PRESERVED OPEN SPACE

PARK & OPEN SPACE	89.3 ± AC
NEIGHBORHOOD CIRCULATOR	8.2 ± AC
ARTERIAL & COLLECTOR FRONTAGE DEDICATION (GOODWIN & INGLE)	1.8 ± AC

URBAN VILLAGE AREA (E, A1, A2, A3, B5)
A COMMERCIAL, MIXED USE AND RESIDENTIAL COMMUNITY CENTER (± 33.3 AC GROSS, 24.2 AC NET)

CIRCULATION COMPONENTS

ARTERIAL

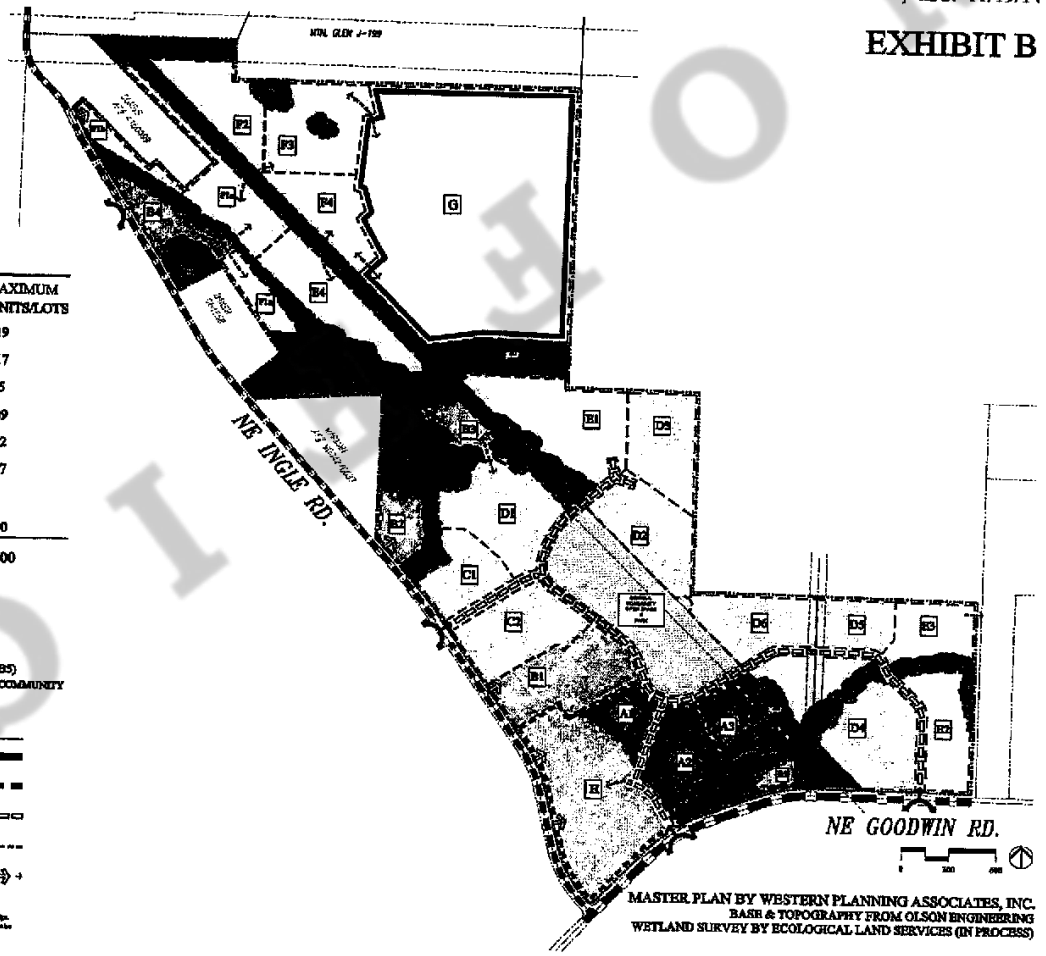
COLLECTOR

NEIGHBORHOOD CIRCULATOR
LOCATION SHOWN IS APPROXIMATE & SUBJECT TO ADJUSTMENT

NEIGHBORHOOD CONNECTOR
LOCATION SHOWN IS APPROXIMATE & SUBJECT TO ADJUSTMENT

COMMUNITY ENTRIES & ACCESS POINTS
LOCATION SHOWN IS APPROXIMATE & SUBJECT TO ADJUSTMENT

NOTE:
The precise location and number of units which the grade can accommodate due to the preliminary nature of the design. While unit numbers per pod may change, the total number of units of the proposed Mixed Use Master Plan will not be exceeded, absent separate consent from the City after appropriate regulatory process.



MASTER PLAN BY WESTERN PLANNING ASSOCIATES, INC.
BASE & TOPOGRAPHY FROM OLSON ENGINEERING
WETLAND SURVEY BY ECOLOGICAL LAND SERVICES (IN PROCESS)

TWIN OAKS

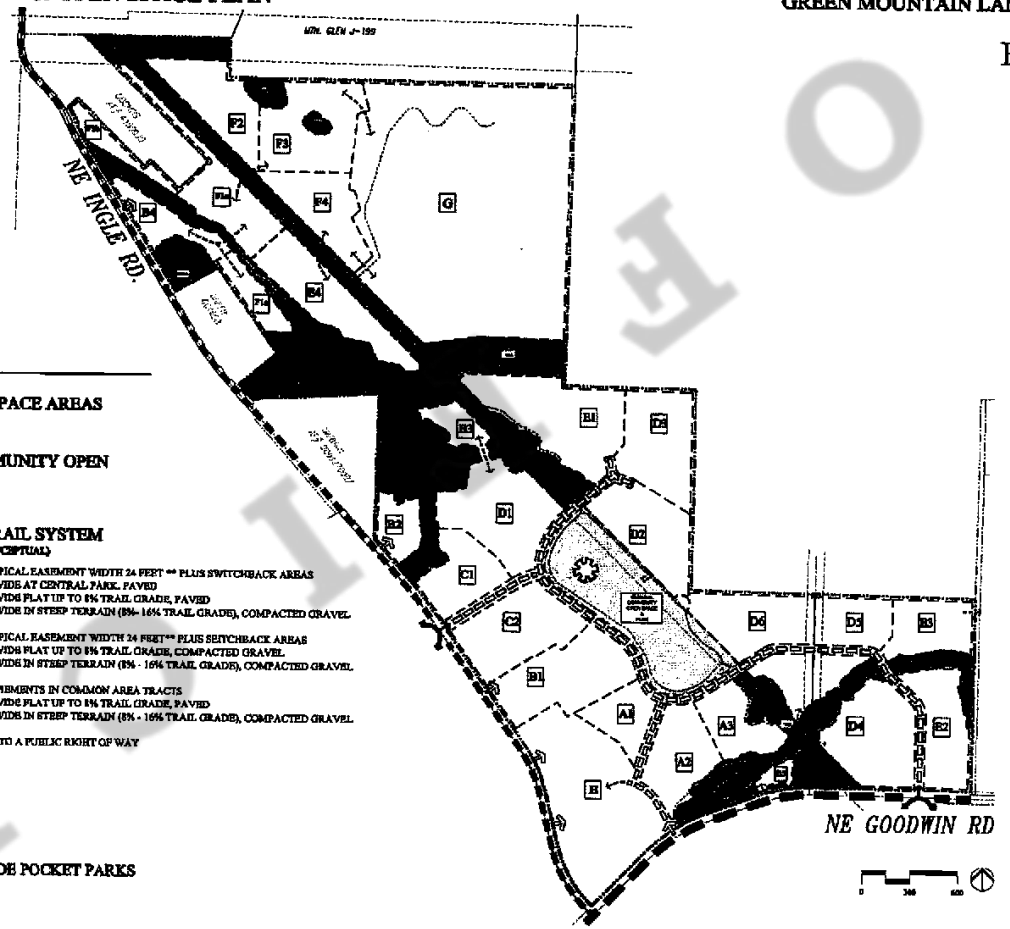
Exhibit 28 SUB25-1007

GREEN MOUNTAIN

CONCEPTUAL PARK & OPEN SPACE PLAN

CAMAS, WASHINGTON
GREEN MOUNTAIN LAND, LLC. 11/19/14

EXHIBIT C



LEGEND

PARKS & OPEN SPACE AREAS (± 89 *)

CENTRAL COMMUNITY OPEN SPACE & PARK (14 AC)

COMMUNITY TRAIL SYSTEM
(LOCATION SHOWN IS CONCEPTUAL)

REGIONAL TRAIL-	TYPICAL EASEMENT WIDTH 24 FEET ** PLUS SWITCHBACK AREAS 8' WIDE AT CENTRAL PARK, PAVED 6' WIDE FLAT UP TO 8% TRAIL GRADE, PAVED 4' WIDE IN STEEP TERRAIN (8%- 16% TRAIL GRADE), COMPACTED GRAVEL
T29 / T30 / SU14-	TYPICAL EASEMENT WIDTH 24 FEET** PLUS SWITCHBACK AREAS 6' WIDE FLAT UP TO 8% TRAIL GRADE, COMPACTED GRAVEL 4' WIDE IN STEEP TERRAIN (8% - 16% TRAIL GRADE), COMPACTED GRAVEL
NEIGHBORHOOD TRAILS	EASEMENTS IN COMMON AREA TRACTS 5' WIDE FLAT UP TO 8% TRAIL GRADE, PAVED 4' WIDE IN STEEP TERRAIN (8% - 16% TRAIL GRADE), COMPACTED GRAVEL

** WHERE NOT ADJACENT TO A PUBLIC RIGHT OF WAY

* DOES NOT INCLUDE POCKET PARKS

DRAFT

Exhibit 28 SUB25-1007

Exhibit D

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 503.228.5230 · 503.273.8169

MEMORANDUM

Date: November 20, 2014 Project #: 13865

To: Curleigh Carothers, P.E.; City of Camas

cc: Ryan Lopossa, P.E.; City of Vancouver
Jeff Barsness, P.E.; Washington State Department of Transportation
David Jardin, Clark County
Randy Printz, Landerholm Law Firm
John Schmidt and John O'Neil; Green Mountain Land, LLC

From: Chris Brehmer, P.E., Kelly Laustsen, and Ribeka Toda; Kittelson & Associates, Inc.

Project: Green Mountain Master Plan

Subject: Transportation Impact Analysis

This memorandum documents the results of the transportation impact analysis prepared by Kittelson & Associates, Inc. (KAI) for the proposed Green Mountain Master Plan development to be located at the northeast corner of NE Ingle Road and NE Goodwin Road in Camas, Washington. This study concludes that Phase 1 of the site can be developed as proposed while maintaining safe and acceptable traffic operations at the study intersections assuming provision of an eastbound left-turn lane on NE Goodwin Road at NE Ingle Road. Further transportation improvements are recommended to accommodate full build-out of the proposed development. The methodology of our analysis, pertinent findings, and our recommendations are documented in this memorandum.

INTRODUCTION

Green Mountain Land, LLC is in the process of preparing a master plan to establish a mixed-use development on the 283-acre site. Green Mountain Golf Course is currently located on a large portion of the property; otherwise the site is vacant. The site is currently zoned for a mix of residential uses (R-10, MF-10 and R-6) and Community Commercial (CC). Figure 1 illustrates the site vicinity map.

The master plan proposes eight phases of development, with the sequence and timing of phases largely market dependent. It is expected that Phase 1 will be completed by 2018 and full master plan build-out will be assumed by 2029 for traffic impact assessment purposes.

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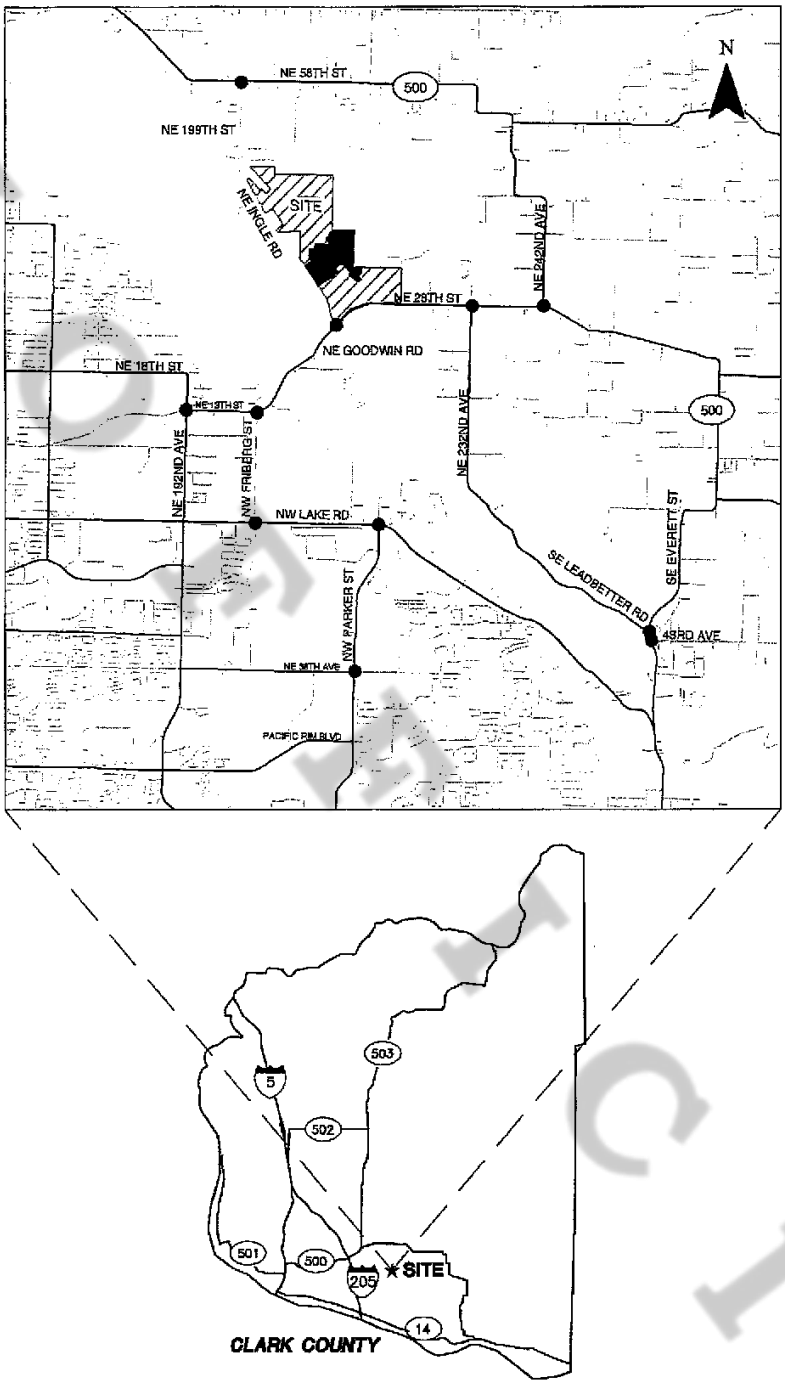

● - Study Intersections

Site Vicinity
Camas, Washington

Figure
1

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Exhibit 28 SUB25-1007

Figure 2 illustrates a conceptual image of the master plan site vision. A mix of residential and commercial uses is planned in accordance with the zoning, with a mixed use village proposed to better integrate the commercially zoned portion of the property. The village would be located at the southwest corner of the project and will encompass approximately twenty-four acres. Further project details are provided later in this report.

SCOPE OF THE REPORT

This analysis identifies the transportation-related impacts associated with the proposed Green Mountain Master Plan development and was prepared in accordance with City of Camas transportation impact analysis requirements. The study scope and overall study area for this project were selected based on a review of the local transportation system and direction provided by City of Camas, City of Vancouver, Clark County, and Washington Department of Transportation (WSDOT) staff.

Operational analyses were performed at the following intersections:

- NE 199th Avenue/NE 58th Street (SR 500, WSDOT maintained)
- NE 192nd Avenue/NE 13th Street (City of Vancouver maintained)
- NW Friberg Street/NE Goodwin Road
- NE Ingle Road/NE Goodwin Road
- NE 232nd Avenue/NE 28th Street
- NE 242nd Avenue (SR 500)/NE 28th Street (WSDOT maintained)
- NW Friberg Street/NW Lake Road
- NW Parker Street/NW Lake Road
- NE Everett Street (SR 500)/SE Leadbetter Road
- NW Parker Street/NE 38th Avenue
- NE Everett Street (SR 500)/NE 43rd Avenue (WSDOT maintained)
- Site-Access Driveways

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GREEN MOUNTAIN

CONCEPTUAL MASTER PLAN FOR A MIXED USE PRD

CAMAS, WASHINGTON
GREEN MOUNTAIN LAND, LLC. 11/19/14

EXHIBIT B

TOTAL SITE AREA 283.3 AC

SITE AREA TABLE

R10 ZONE	119.7 AC
R6 ZONE	54.8 AC
MF10 ZONE	93.0 AC
CC ZONE	15.8 AC

RESIDENTIAL DENSITY CALCULATION

R-10	(15.7 @ 8.3 / ACRES = 315 UNITS	
R-6	54.8 @ 7.2 / ACRES = 395 UNITS	
MF-10	93.0 @ 10 / ACRES = 930 UNITS	
TOTAL		1640 UNITS

DENSITY TABLE

POD	ACRES	APPROXIMATE LOT SIZE RANGE	MAXIMUM UNITS/LOTS
A	12.2 (A1-A3)	HD	219
B	15.3 (B1-B5)	1000-3000	217
C	11.9 (C1-C2)	3000-5000	95
D	41.3 (D1-D6)	4800-6000	309
E	26.5 (E1-E4)	4200-7200	172
F	28.6 (F1-F4)	5250-9000	157
G	30.0 (G1)*	15,000-40,000	31
H	15.4 (EX)		100
TOTALS	181.4 AC		1300

*40% OF G (TOTAL 30 ACRES) TO BE PRESERVED OPEN SPACE

PARK & OPEN SPACE	19.3 ± AC
NEIGHBORHOOD CIRCULATOR	8.2 ± AC
ARTERIAL & COLLECTOR FRONTAGE DEDICATION (GOODWIN & INGLE)	1.8 ± AC

URBAN VILLAGE AREA (I1, A1, A2, A3, B5)
A COMMERCIAL, MIXED USE AND RESIDENTIAL COMMUNITY CENTER (1 20.5 AC GROSS, 24.2 AC NET)

CIRCULATION COMPONENTS

ARTERIAL

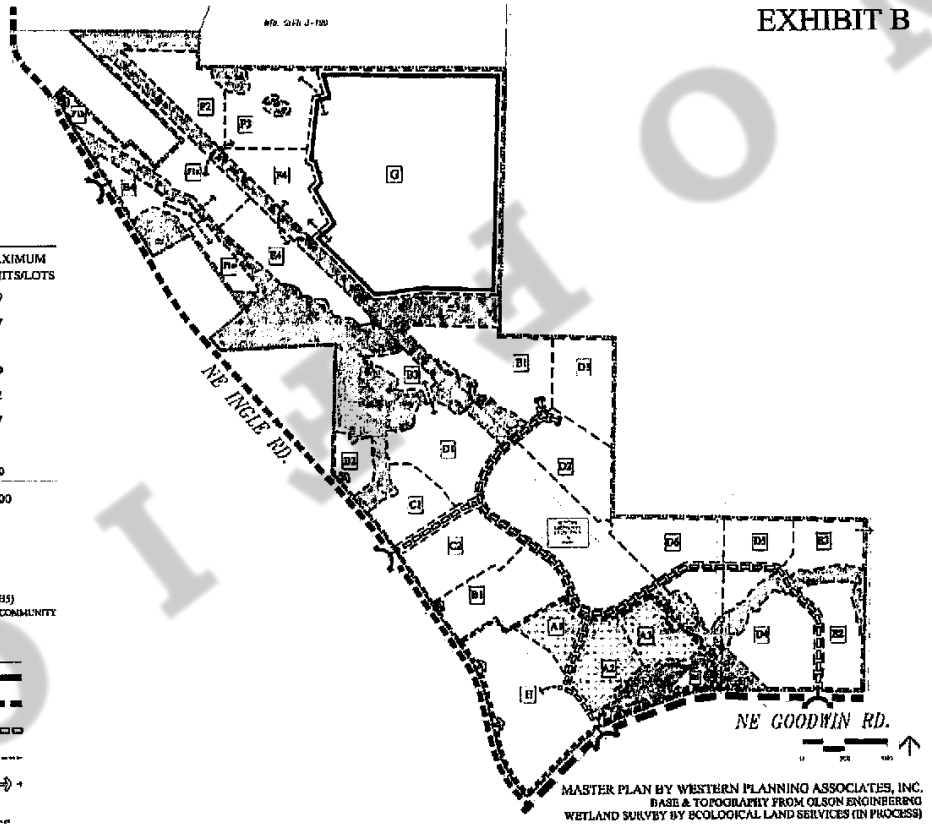
COLLECTOR

NEIGHBORHOOD CIRCULATOR

NEIGHBORHOOD CONNECTOR

COMMUNITY ENTRIES & ACCESS POINTS

NOTE



MASTER PLAN BY WESTERN PLANNING ASSOCIATES, INC.
BASE & TOPOGRAPHY FROM OLSON ENGINEERING
WETLAND SURVEY BY ECOLOGICAL LAND SERVICES (IN PROCESS)

Plan provided by Western Planning Associates, 11/19/14

Conceptual Master Plan
Camas, Washington

Figure 2

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

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TWIN OAKS

Exhibit 28 SUB25-1007

Exhibit 28 SUB25-1007

As required by the City of Camas, a transportation impact study was prepared to address the following transportation issues:

- Year 2014 existing land use and transportation system conditions within the site vicinity during the weekday a.m. and p.m. peak hours;
- Planned developments and transportation improvements in the study area;
- Trip generation and distribution estimates for the proposed development;
- Forecast year 2018 background traffic conditions without the proposed development during the weekday a.m. and p.m. peak hours;
- Forecast year 2018 total traffic conditions with the completion of Phase 1 of the proposed development during the weekday a.m. and p.m. peak hours;
- Forecast year 2029 background traffic conditions without the proposed development during the weekday a.m. and p.m. peak hours;
- Forecast year 2029 total traffic conditions with full build-out and occupancy of the proposed development during the weekday a.m. and p.m. peak hours;
- Level of service analyses for the study intersections; and
- On-site access and circulation.

Conclusions and recommendations are provided following the operational analysis.

ANALYSIS METHODOLOGY

All level of service analyses described in this report were performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (Reference 1). A description of level of service and the criteria by which they are determined is presented in *Appendix "A"*. *Appendix "A"* also indicates how level of service is measured and what is generally considered the acceptable range of level of service.

To ensure that this analysis was based on a reasonable worst-case scenario, the peak 15 minute flow rate during the peak hour analysis periods was used in the evaluation of all intersection levels of service. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. Traffic conditions during other weekday hours and throughout the weekend will likely be better than those described in this report.

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At the City of Vancouver-maintained NE 192nd Avenue/NE 13th Street intersection, the peak 15-minute flow rate was assessed by applying the peak 15-minute volume across the hour and not applying a peak hour factor in accordance with guidance provided by the City.

Operating Standards

The study intersections are each operated and maintained by one of three impacted jurisdictions: WSDOT, the City of Vancouver, or the City of Camas. Each of these jurisdictions has their own operating standards. WSDOT requires LOS "E" or better for non-HSS (Highways of Statewide Significance) in urban areas, City of Vancouver requires LOS "E" or better and a v/c ratio of less than 0.95 for signalized intersections. The City of Camas requires LOS "D" or better and a v/c ratio of 0.90 or better for all intersections. Table 1 lists the study intersections, the responsible jurisdiction, and the corresponding operating standard.

Table 1: Operating Standards at Study Intersections

ID	Study Intersection	Jurisdiction	Standard
1	NE 199th Avenue/NE 58th Street (SR 500)	WSDOT	LOS "C" for non-HSS in rural area[1]
2	NE 192nd Avenue/NE 13th Street	Vancouver	LOS "E" and v/c ratio less than 0.95
3	NW Friberg Street/NE Goodwin Road	Camas	LOS "D" and v/c of 0.90 or better
4	NE Ingle Road/NE Goodwin Road	Camas	LOS "D" and v/c of 0.90 or better
5	NE 232nd Avenue/NE 28th Street	Camas	LOS "D" and v/c of 0.90 or better
6	NE 242nd Avenue (SR 500)/NE 28th Street	WSDOT	LOS "C" for non-HSS in rural area[1]
7	NW Friberg Street/NW Lake Road	Camas	LOS "D" and v/c of 0.90 or better
8	NW Parker Street/NW Lake Road	Camas	LOS "D" and v/c of 0.90 or better
9	NE Everett Street (SR 500)/SE Leadbetter Road	WSDOT	LOS "C" for non-HSS in rural area[1]
10	NW Parker Street/NE 38th Avenue	Camas	LOS "D" and v/c of 0.90 or better
11	NE Everett Street (SR 500)/NE 43rd Avenue	WSDOT	LOS "C" for non-HSS in rural area[1]

[1]The City of Camas TIF Update applied the WSDOT standard for facilities in urban areas (LOS "E" for non-HSS in urban area). Based on conversations with WSDOT, the standard for rural areas is currently applicable to the WSDOT study intersections.

Source: City of Camas Traffic Impact Fee Update (Reference 2)

PRELIMINARY

Exhibit 28 SUB25-1007

Turn Lane Guidelines

For roadways under Washington State jurisdiction, such as SR 500, WSDOT has defined traffic-volume based turn lane guidelines within the *WSDOT Design Manual* (Reference 3). Left-turn lane guidelines are provided in section 1310.04(2)(a) while right-turn lane guidelines are provided in section 1310.04(3).

EXISTING CONDITIONS

The existing conditions analysis identifies site conditions and the current operational and geometric characteristics of roadways within the study area. These conditions will be compared with future conditions later in this report.

The site of the proposed development and surrounding study area was visited and inventoried in March 2014. At that time, information was collected regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

Site Conditions and Adjacent Land Uses

The area encompassed by the master plan site is largely undeveloped. The southwest corner of the property is occupied by the Green Mountain Golf Course, a portion of which is proposed to remain open after completion of the Phase 1 master plan development. The areas surrounding the site are also largely undeveloped, with a few single family homes situated along NE 28th Street, NE 199th Avenue, and SR 500.

Transportation Facilities

Table 2 provides a summary of key transportation facilities in the site vicinity and Figure 3 illustrates the existing lane configurations and traffic control devices at the study intersections.

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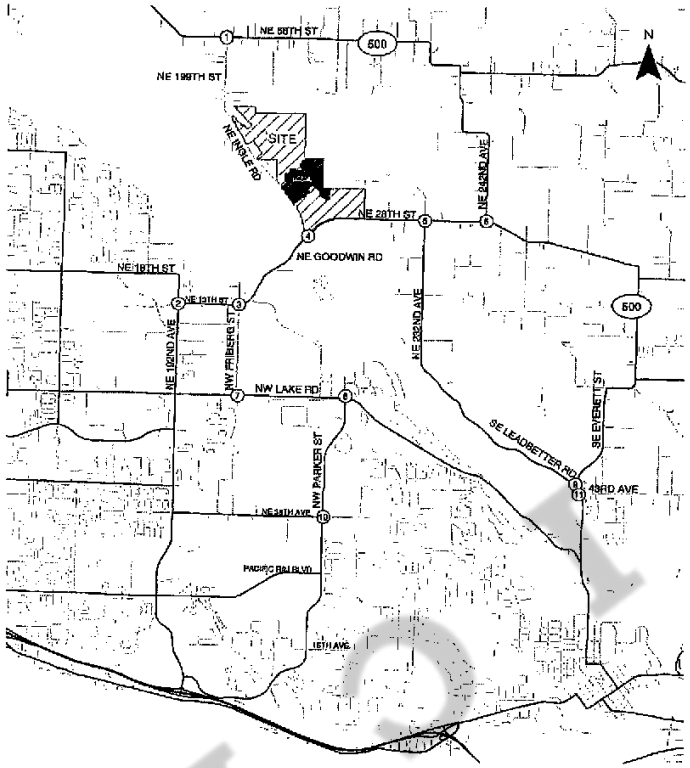

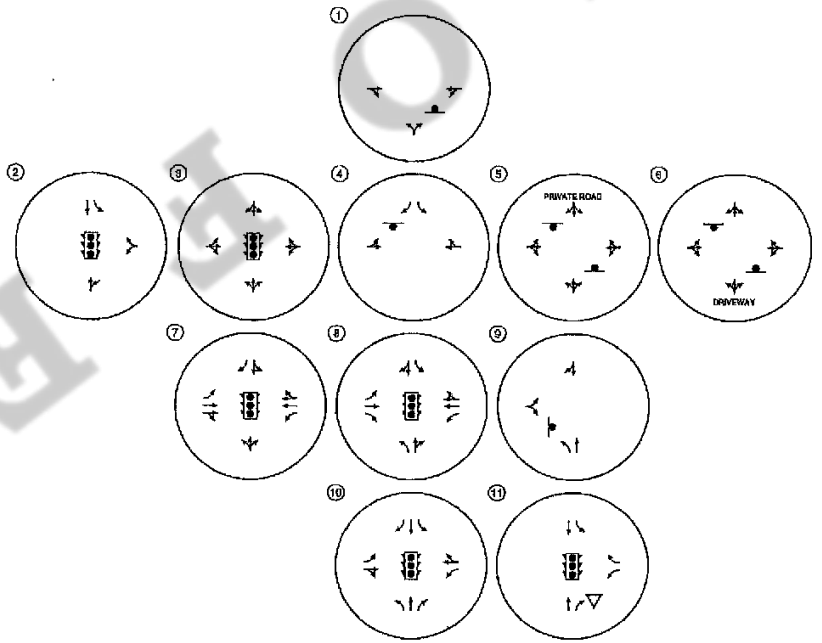

- STOP SIGN
- TRAFFIC SIGNAL
- YIELD SIGN

KITTELSON & ASSOCIATES, INC.

Existing Lane Configurations and Traffic Control Devices
Camas, Washington

Figure 3

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Exhibit 28 SUB25-1007

Exhibit 28 SUB25-1007

Table 2: Existing Transportation Facilities and Roadway Designations

Roadway	Classification[1]	Cross-Section	Speed Limit (mph)	Side-Walks?	Bicycle Lanes?	Median?	On-Street Parking?
NE 13th Street / NE Goodwin Road / NE 28th Street	Arterial	5-lane	40	Yes	Yes	Yes	None
SR 500	Non-HSS[2]	2-lane	50	None	None	None	None
NE Ingle Road / NE 199th Avenue	Collector	2-lane	50	None	None	None	None
NE 192nd Avenue	Arterial	2-lane	40	Partial	None	None	None
SE 192nd Avenue	Arterial	5-lane	40	Partial	None	None	None
NW Friberg Street / NE 202nd Avenue	Arterial	2-lane	40	Partial	None	None	None
SE 1st Street / NW Lake Road	Arterial	5-lane	40	Yes	Yes	Yes	None
NW Parker Street	Arterial	5-lane	35	Yes	Yes	None	None
NE Everett Road	Arterial	2-lane	35	None	None	None	None
NW Pacific Rim Blvd./ SE 34TH Street	Arterial	5-lane	40	Yes	None	Yes	None

[1] Source: City of Camas Traffic Impact Fee Update (Reference 2)
[2] HSS = Highways of Statewide Significance

Pedestrian and Bicycle Facilities

Neither sidewalks nor striped bicycle facilities are provided in the vicinity of the site on either NE Ingle Road or NE Goodwin Road/NE 28th Street.

Transit Facilities

The C-Tran *Camas Connector* Dial-A-Ride service currently operates within a portion of the study area, with a northern boundary of Lake Road, western boundary of Parker Street, and eastern boundary of SR 500. This service operates by accepting telephone calls from riders to be taken to a location inside a defined boundary. The hours of operation are Monday through Friday from 5:30 a.m. to 9:15 a.m. and 2:00 p.m. to 7:00 p.m. No service is available on holidays (Reference 4).

Crash Analysis

The crash histories of the study intersections were reviewed in an effort to identify potential intersection safety issues. Crash records were obtained from WSDOT. The data represents records between January 1, 2008 and November 30, 2013. The crash rate was calculated to determine the number of crashes per million entering vehicles (MEV). Generally speaking, a crash rate greater than 1.0 crashes per MEV suggests locations where crash patterns should be reviewed in greater detail.

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A brief discussion of the crash data at key intersections is presented after Table 3. There were no fatalities reported at the study intersections during the time periods studied. *Appendix "B" contains the crash data.*

As shown in Table 3, the two intersections where the highest crash rates were observed were NE 199th Avenue/NE 58th Street and NE Ingle Road/NE Goodwin Road. At all other intersections, the observed crash rates are well below 1.0 crash per million entering vehicles.

Table 3: Intersection Crash Histories (1/1/2008 - 11/30/2013)

		Collision Type						Severity		
Intersection	Total	Rear End	Turn -ing	Angle	Pedes -trian	Fixed Object	Road way Ditch	PDO[1]	Injury	Crash Rate Crashes/ MEV[2]
1. NE 199th Ave / NE 58th St (SR 500)	7	0	0	4	0	3	0	5	2	0.57
2. NE 192nd Ave / NE 13th St	8	1	6	0	0	1	0	4	4	0.27
3. NE Friberg St / NE Goodwin Rd	5	1	3	1	0	0	0	3	2	0.32
4. NE Ingle Rd / NE Goodwin Rd	16	4	0	5	1	4	2	11	5	1.03
5. NE 232nd Ave / NE 28th St	3	0	0	1	0	2	0	2	1	0.25
6. NE 242nd Ave (SR 500)/ NE 28th St	4	0	0	2	0	1	1	2	2	0.30
7. NW Friberg St / NW Lake Rd	6	3	0	1	0	2	0	6	0	0.24
8. NW Parker St / NW Lake Rd	3	0	1	0	0	2	0	3	0	0.12
9. NE Everett St (SR 500)/ SE Leadbetter Rd	5	0	0	0	0	3	2	2	3	0.54
10. NW Parker St / NE 38th Ave	9	0	5	4	0	0	0	6	3	0.29
11. NE Everett St (SR 500) / NE 43rd Ave	7	1	5	0	0	1	0	3	4	0.36

[1] PDO = Property Damage Only [2] MEV = Million Entering Vehicles

NE 199th Avenue/NE 58th Street (SR 500)

The second highest crash rate, 0.57, occurs at the intersection of NE 199th Avenue/NE 58th Street. There have been seven reported collisions, including four angle collisions and three fixed-object collisions at this intersection. The crash data was reviewed in an effort to identify potential trends. Three of the angle crashes involved vehicles making a northbound left turn from NE 199th Avenue to NE 58th Street; another involved an eastbound vehicle turning right from NE 58th Street to NE 199th Avenue. Of the three fixed object collisions, two involved utility poles and one involved a domestic animal. Collisions with domestic animals are challenging to eliminate and one of the collisions with the utility poles involved a driver asleep at the wheel. Four of the seven crashes occurred during wet road surface conditions. Given the relatively low number of reported collisions

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Exhibit 28 SUB25-1007

and the unusual nature of three of the seven collisions (the three fixed-object collisions), there are no safety-based mitigation measures recommended at this intersection at this time in conjunction with site development. If an eastbound right-turn lane is added to the intersection in the future (which is currently warranted as will be described later in this report), it may provide safety benefits.

NE Ingle Road/NE Goodwin Road

The highest crash rate, 1.03, occurs at the intersection of NE Ingle Road/NE Goodwin Road. There have been reported collisions including 4 four rear-end collisions, 5 five angle collisions, 4 fixed-object collisions (involving a utility pole, a mailbox, a boulder, and a wood sign post), 2 roadway ditch collisions, and a pedestrian collision at this intersection. As discussed later in this report, the Green Mountain Master Plan proposes to construct an exclusive eastbound left-turn lane on NE Goodwin Road at NE Ingle Road in conjunction with the Phase 1 site development. Providing an eastbound left-turn lane and potential related reconfiguration of the southbound stop bar location (refer to sight distance discussion below) in conjunction with Phase 1 site development could provide a safety benefit at this intersection.

Two of the angle collisions involved vehicles exceeding reasonably safe speeds while making a westbound right-turn at the intersection. One of the recommended mitigation measures for the 2029 full build-out scenario of the proposed development is the addition of a westbound right-turn lane at this intersection, which could provide a safety benefit for turning vehicles. Additional long-term mitigation measures anticipated in conjunction with site development include constructing a three-lane roadway section on NE Goodwin Road along the site frontage and signalizing the intersection when warranted.

Intersection Sight Distance

Intersection sight distance was observed at the study intersections and was found to meet applicable city or WSDOT standards, with the exception of the sight distance at the NE Ingle Road/NE Goodwin Road intersection. As shown in Exhibit 1 below, the stop bar on NE Ingle Road is set back approximately 25 feet from the edge of NE Goodwin Road.

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Exhibit 1: Stop Bar on NE Ingle Road at NE Goodwin Road

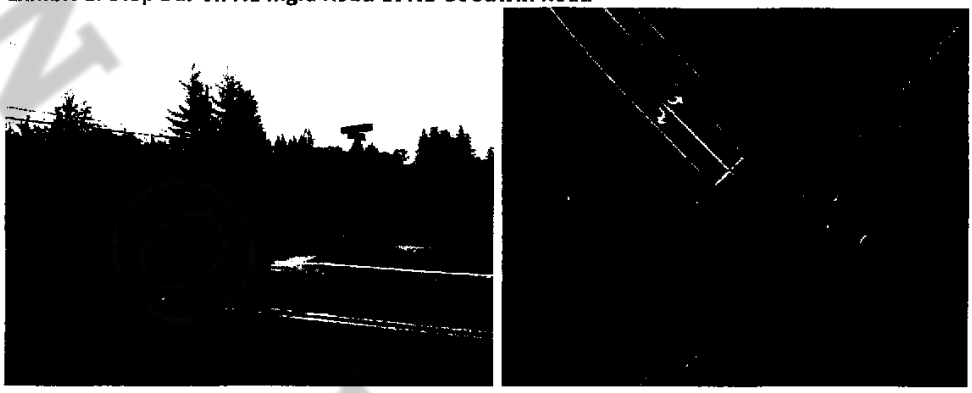
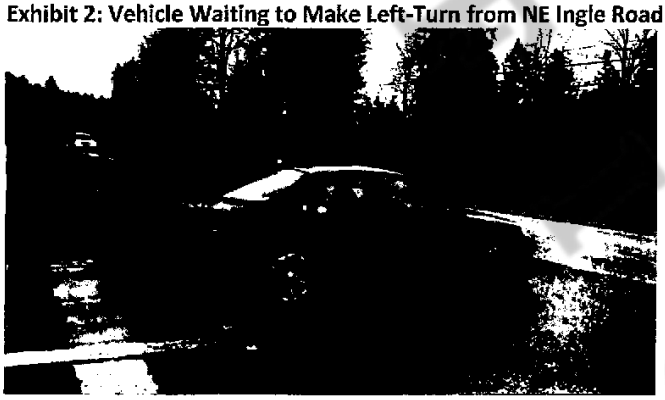


Image source: Google Maps (right image)

As indicated in Exhibit 2, vehicles currently pull past the stop bar to obtain sufficient sight distance to then execute a turning maneuver. Regardless of the proposed site development, we recommend that the City of Camas consider potential improvements to enhance the intersection sight distance, such as relocating the stop bar closer to NE Goodwin Road.

Exhibit 2: Vehicle Waiting to Make Left-Turn from NE Ingle Road to NE Goodwin Road



Existing Traffic Operations

Manual turning-movement counts were conducted at the study intersections in March and April 2014. The counts were conducted on a typical mid-week day during the morning peak period (7:00 to 9:00 a.m.) and the evening peak period (4:00 to 6:00 p.m.) per City requirements. Individual Intersection peak hours were then identified for operational analysis purposes.

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Figures 4 and 5 provide a summary of the existing turning-movement counts, which are rounded to the nearest five vehicles per hour for the weekday a.m. and p.m. peak hours, respectively. *Appendix "C" contains the traffic count worksheets used in this study.*

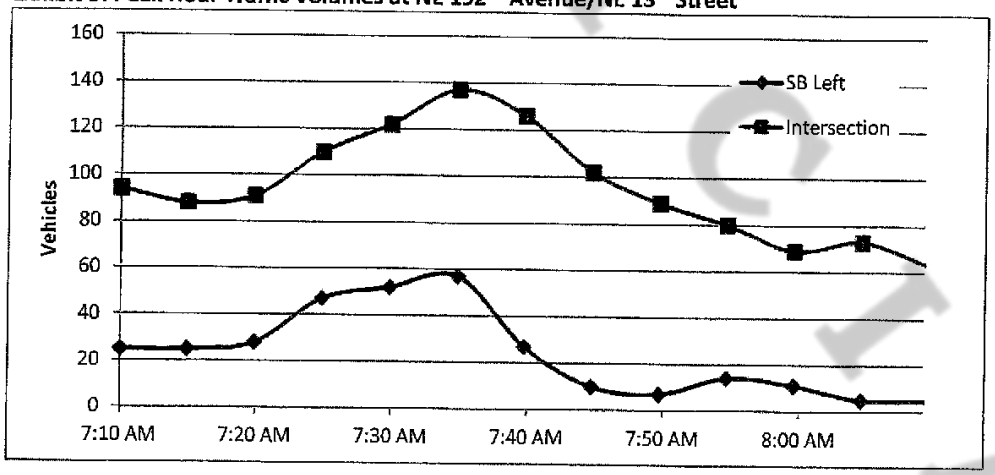
As shown in Figures 4 and 5, the study intersections operate acceptably during both study periods. *Appendix "D" contains the existing conditions traffic operations worksheets.*

Operations at NE 192nd Avenue / NE 13th Street

As noted in the "Analysis Methodology" section, analysis of the City of Vancouver-maintained NE 192nd Avenue/NE 13th Street intersection involved application of the peak 15-minute flow rate across the hour and not applying a peak hour factor. This analysis methodology is in accordance with guidance provided by the City.

During the weekday AM peak hour, significant peaking occurs at the intersection related to vehicles accessing Union High School on NW Friberg Street. In particular, the southbound left-turning volume peaks in advance of the school start at 7:45 AM, as shown in Exhibit 3. During this "peak of the peak" period, queueing for the southbound left-turn lane sometimes exceeds the available striped storage (approximately 160 feet). Based on field observation, heightened delays and queueing for the southbound left-turn movement are contained to about fifteen minutes in advance of the school start, during which time some southbound left-turning vehicles do not clear through the intersection during each cycle. After this time, volumes decrease significantly and left-turning vehicles consistently clear through the intersection in a single cycle.

Exhibit 3: Peak Hour Traffic Volumes at NE 192nd Avenue/NE 13th Street



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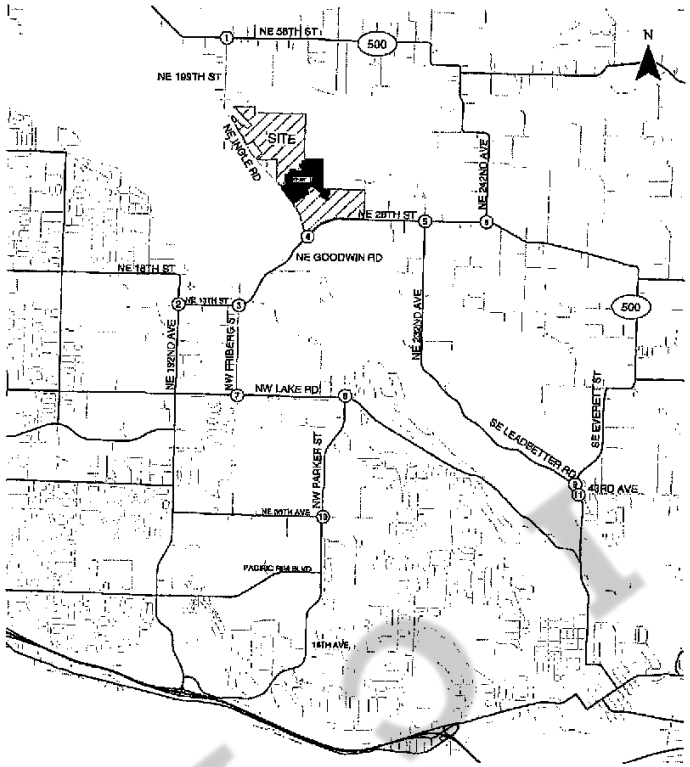
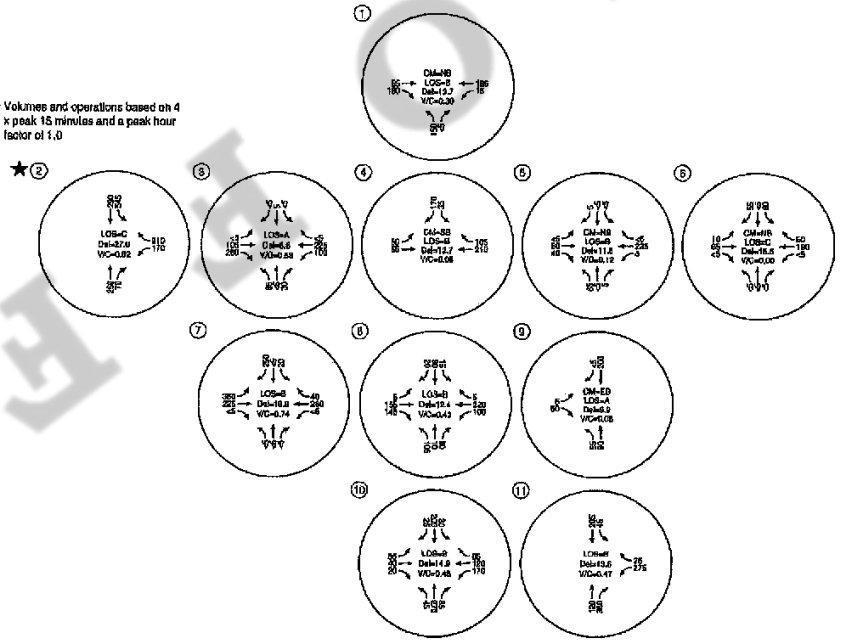


★ Volumes and operations based on 4 x peak 15 minutes and a peak hour factor of 1.0



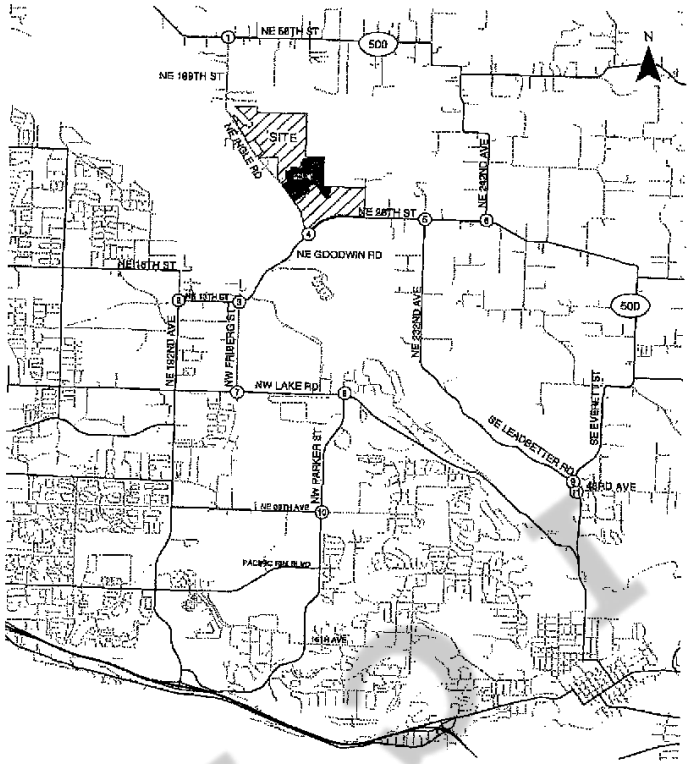
CM = CRITICAL MOVEMENT (TWSC)
LOS = INTERSECTION LEVEL OF SERVICE (SIGX) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGX) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
TWSC = TWO-WAY STOP CONTROL

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

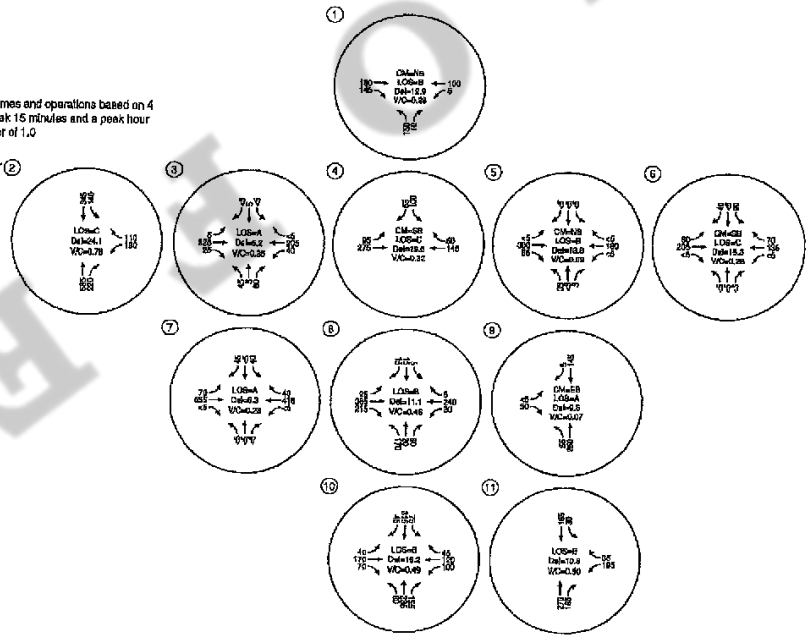
Existing Intersection Operations
Weekday AM Peak Hour
Camas, Washington

Figure 4

Exhibit 28 SUB25-1007



★ Volumes and operations based on 4 x peak 15 minutes and a peak hour factor of 1.0



CM = CRITICAL MOVEMENT (TWSC)
LOS = INTERSECTION LEVEL OF SERVICE (BIG) / CRITICAL MOVEMENT LEVEL OF SERVICE (TWSC)
Del = INTERSECTION AVERAGE CONTROL DELAY (SEC) / CRITICAL MOVEMENT CONTROL DELAY (TWSC)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
TWSC = TWO-WAY STOP CONTROL

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

Existing Intersection Operations
Weekday PM Peak Hour
Camas, Washington

Figure 5

Exhibit 28 SUB25-1007

Exhibit 28 SUB25-1007

TRAFFIC IMPACT ANALYSIS

The traffic impact analysis identifies how the study area's transportation system will operate upon phased build-out of the proposed master plan site. A horizon year of 2018 was selected to assess conditions with build-out of Phase 1 while a 15-year 2029 horizon year was assumed for site build-out. The impact of site-generated weekday a.m. and p.m. peak hour trips was examined as follows:

- Planned developments and transportation improvements in the study area were identified and accounted for;
- Trip generation and distribution estimates for the proposed development were prepared for Phase 1 and full build-out of the proposed development;
- Forecast year 2018 background traffic conditions without the proposed development were analyzed at the study intersections;
- Forecast year 2018 total traffic conditions with completion of Phase 1 of the proposed development were analyzed at the study intersections;
- Forecast year 2029 background traffic conditions without the proposed development were analyzed at the study intersections;
- Forecast year 2029 total traffic conditions with full build-out and occupancy of the proposed development were analyzed at the study intersections; and
- On-site circulation and site-access operations were evaluated.

Proposed Development Plan

Green Mountain Land, LLC is proposing to master plan the 283-acre site with mixed-use development. Green Mountain Golf Course is currently located on a large portion of the master plan property. We understand that a portion of the existing Green Mountain Golf Course may remain temporarily available for use after completion of Phase 1 site development and that, ultimately, the golf course will be closed prior to full master plan build-out. No effort has been made to account for "credit" for existing trips to and from the golf course for the purposes of this transportation impact analysis report.

The master plan proposes eight phases of development, with the sequence and timing of phases to be finalized pending market conditions. It is expected that Phase 1 will be completed by 2018 and full master plan build-out is assumed by 2029 for traffic impact assessment purposes. A mix of residential and commercial uses is planned in accordance with the zoning, with a mixed use village proposed to better integrate the commercially zoned portion of the property. The application seeks

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approval of an overlay zone for a portion of the site intended for an urban village. The village would be located at the southwest corner of the project and will encompass approximately twenty-four acres.

For traffic impact study purposes, Phase 1 is assumed to consist of a residential component with 215 single-family detached homes. Full build-out of the master plan residential component assumed construction of up to 536 apartment units and 764 single-family detached homes. The retail portion of the proposed development plan was assumed to develop after Phase 1 and was assumed to be a 90,000 square-foot shopping center for trip generation purposes[1].

Access to Phase 1 development is anticipated along NE Ingle Road, with additional access added to NE Goodwin Road during later stages of the development. Final details of the number and location of site access points will be defined during preparation of individual site plan applications, therefore appropriate planning level assumptions have been made for master planning purposes. The proposed master plan anticipates two public street neighborhood circulator connections to NE Goodwin Road serving the site in conjunction with two public street neighborhood circulator connections along NE Ingle Road. The commercial site is expected to have direct driveway access to NE Ingle Road. Some residential areas (not individual residence driveways) not served by the anticipated neighborhood circulator facilities may also seek direct access to NE Ingle Road or NE Goodwin Road as appropriate.

Trip Generation

Trip generation estimates for the proposed development were generated based on information provided in the standard reference manual *Trip Generation, 9th Edition* published by the Institute of Transportation Engineers (ITE – Reference 7). The internal and pass-by trip rates applied to each land use were also determined from ITE's *Trip Generation, 9th Edition*. Table 4 summarizes the daily, weekday a.m., and weekday p.m. peak-hour trips for the Phase 1 assumed development while Table 5 summarizes the complete master plan site trip generation estimate. All daily trips have been rounded to the nearest ten and all peak hour trips have been rounded to the nearest five trips.

[1] The unit mix for phase 1 and buildout was developed based on a reasonable worst-case scenario. Final development may result in a less-intense mix of residential units.

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Table 4: Trip Generation Estimate – Phase 1

Land Use	ITE Code	Size	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	215 units	2,050	160	40	120	215	135	80

Table 5: Trip Generation Estimate – Build-out (Includes Phase 1)

Land Use	ITE Code	Size	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Apartment	220	536 units	3,570	275	55	220	330	215	115
Single-Family Detached Housing	210	764 units	7,270	575	145	430	765	480	285
Total Residential (1,300 units)			**10,840**	**850**	200	650	1,095	695	400
Internalization (6% Daily, 5% PM)			630	0	0	0	60	30	30
Shopping Center	820	90,000 square feet	6,340	145	90	55	560	270	290
Internalization (10% Daily, 11% PM)			*630*	*0*	*0*	*0*	*60*	*30*	*30*
Pass-By Trips (34%)			*1,940*	*50*	*25*	*25*	*170*	*85*	*85*
Total Trips			17,180	995	290	705	1,655	965	690
Less Internalization			*1,260*	*0*	*0*	*0*	*120*	*60*	*60*
Less Pass-by trips			*1,940*	*50*	*25*	*25*	*170*	*85*	*85*
Net New Trips for Full Build-out			***13,980***	***945***	***265***	***680***	***1,365***	***820***	***545***

Trip Distribution

The distribution of site-generated trips onto the study area roadway system was estimated based on a review of surrounding roadway characteristics, existing uses, the 2035 travel demand model maintained by the Southwest Washington Regional Transportation Council (RTC), and review agency guidance. Trip distribution patterns were developed separately for the residential and retail trips. Figure 6 illustrates the trip distribution patterns for the residential and retail trips.

Trip Assignment

The weekday a.m. and p.m. peak hour site trips shown in Tables 4 and 5 were assigned to the roadway network based on the trip distribution patterns shown in Figure 6. Figures 7 through 10 show the assignment of site-generated trips during the weekday a.m. and p.m. peak hours for Phase 1 and at Build-out. Note that the site-generated build-out volumes shown in Figures 9 and 10 include the Phase 1 site-generated trips and thus reflect the total number of trips generated. *A figure showing the assignment of pass-by trips is provided in Appendix "E".*

Estimated Trip Distribution Pattern
Camas, Washington

Figure 6

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November 2014

Green Mountain Master Plan

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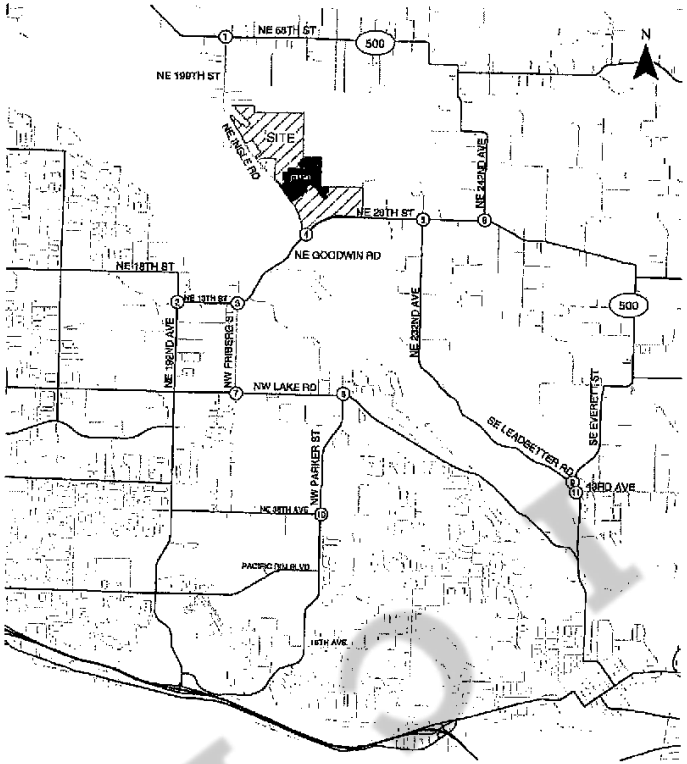

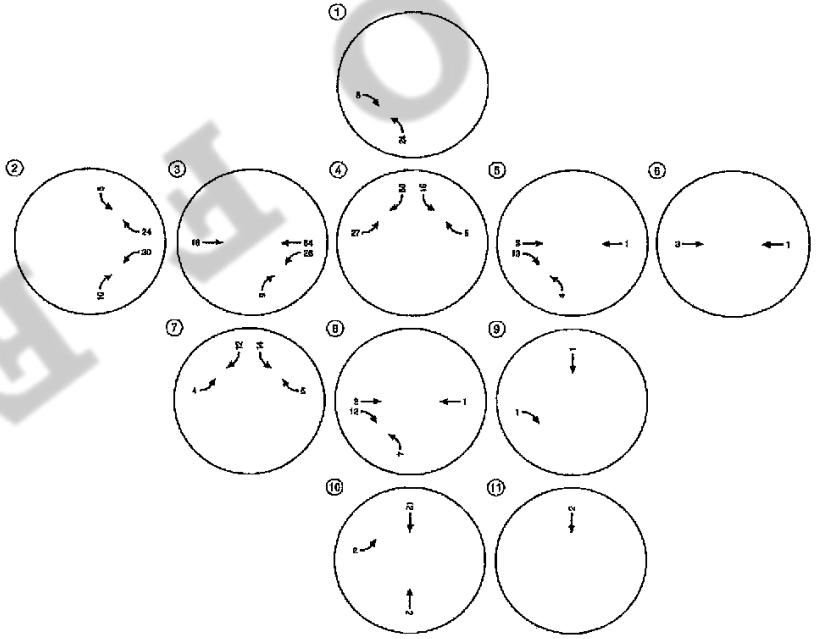

Total Estimated Trip Assignment - Phase 1
Weekday AM Peak Hour
Camas, Washington

Figure 7

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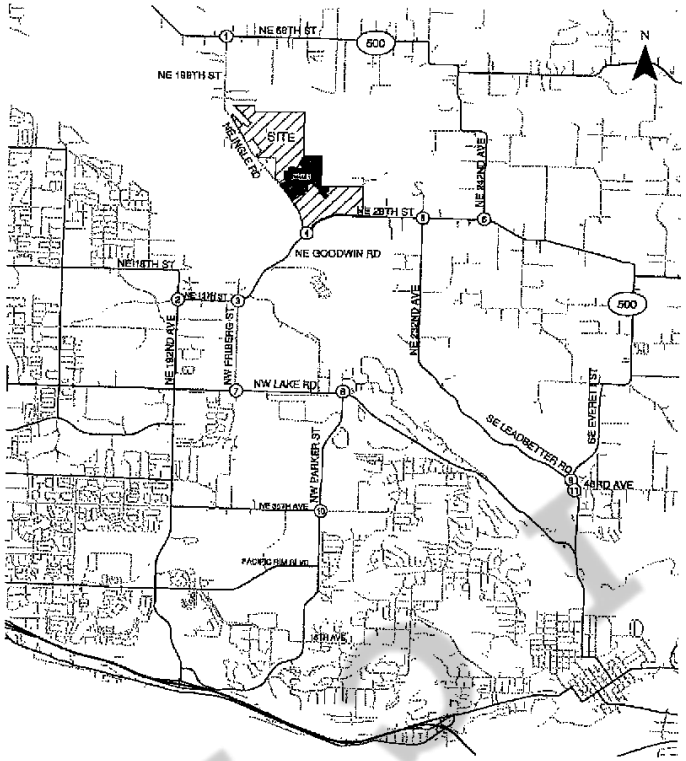

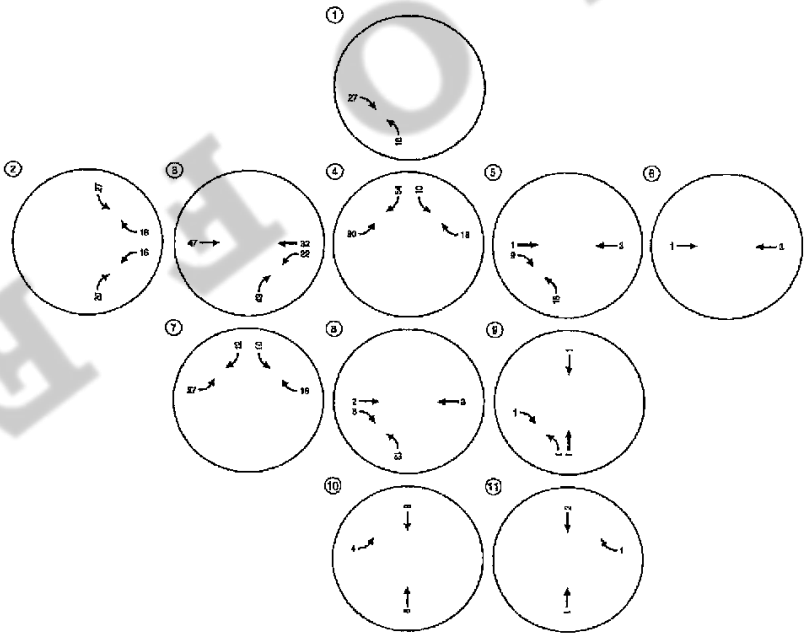

Total Estimated Trip Assignment - Phase 1
Weekday PM Peak Hour
Camas, Washington

Figure 8

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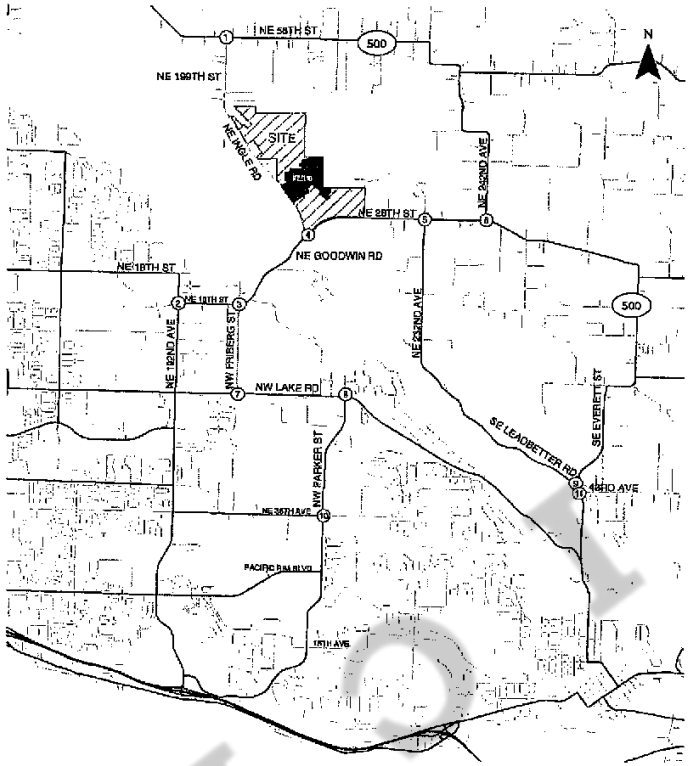

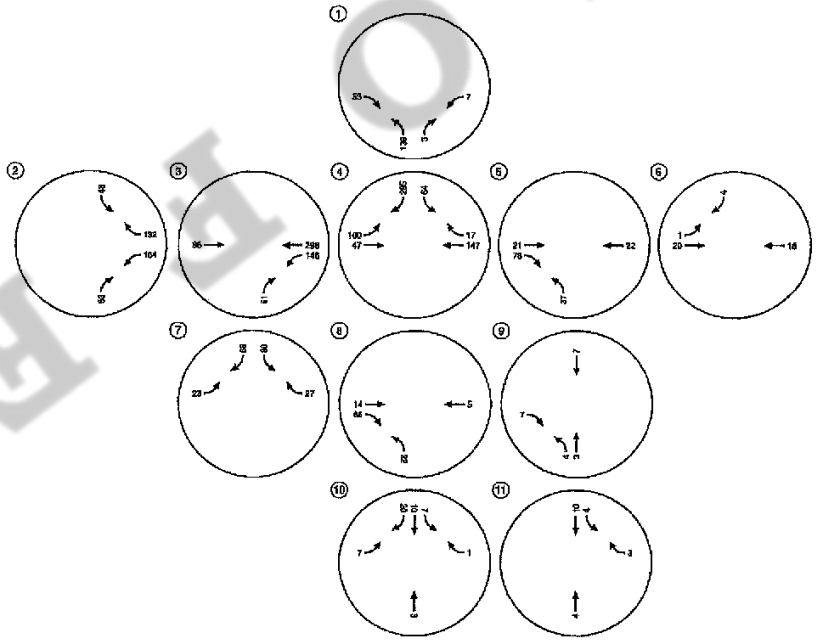

Total Estimated Trip Assignment - Full Build-Out
Weekday AM Peak Hour
Camas, Washington

Figure 9

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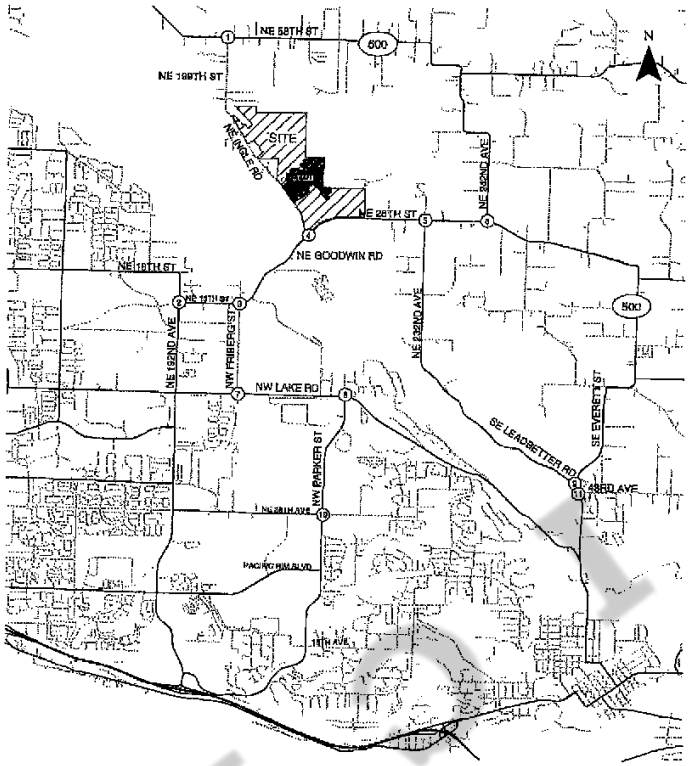

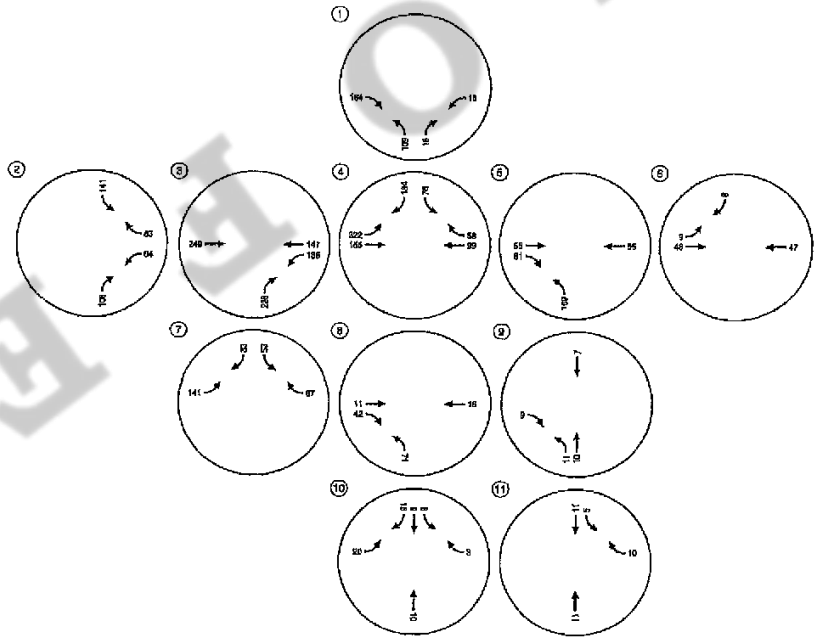

Total Estimated Trip Assignment - Full Build-Out
Weekday PM Peak Hour
Camas, Washington

Figure 10

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2018 Background Traffic Conditions

The 2018 background traffic analysis projects how the study area's transportation system will operate during the year that Phase 1 of the proposed development is expected to be completed. This analysis includes traffic growth due to previously approved in-process developments within the study area, but does not include traffic from any of the proposed Green Master Plan development phases. Per agency direction, no growth was applied to City of Camas roadways and a 2% growth rate was applied to City of Vancouver roadways (Reference 8).

Planned Developments and Transportation Improvements

City of Camas staff identified 13 local development projects that are approved but not yet occupied. These in-process developments include:

- Lake Hills
- Two Creeks
- The Summit at Columbia Vista
- Parker Village
- The Hills at Round Lake
- North Hills Subdivision
- Brady Road Subdivision
- Deerhaven Subdivision
- Hadley's Glen
- Millshore Downs
- Fisher Creek Campus
- Lacamas Prairie
- 192nd Plaza West

Appendix "F" contains the data received pertaining to the in-process trips.

Planned and funded transportation improvements within the study area include the widening of NW Friberg Street (between Lake Road and NE 13th Street) and the addition of a westbound left-turn lane, northbound right-turn lane, and eastbound right-turn lane at the NW Friberg Street/NE Goodwin Road intersection. Figure 11 shows the lane configuration and traffic control devices assumed in the 2018 analysis.

Traffic Operations

Figures 12 and 13 summarize the year 2018 background traffic operations analysis results at the study intersections for the weekday a.m. and weekday p.m. peak-hours, respectively. The projected turning movement counts are rounded to the nearest five vehicles per hour. As shown, the study intersections operate acceptably during the weekday a.m. and weekday p.m. peak periods in the 2018 background conditions.

Appendix "G" contains the 2018 background conditions traffic operations worksheets.

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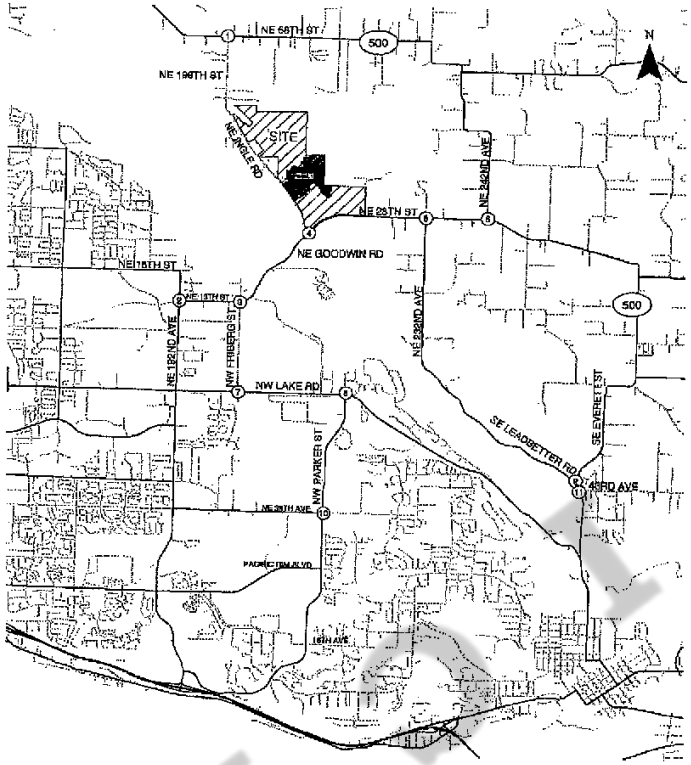

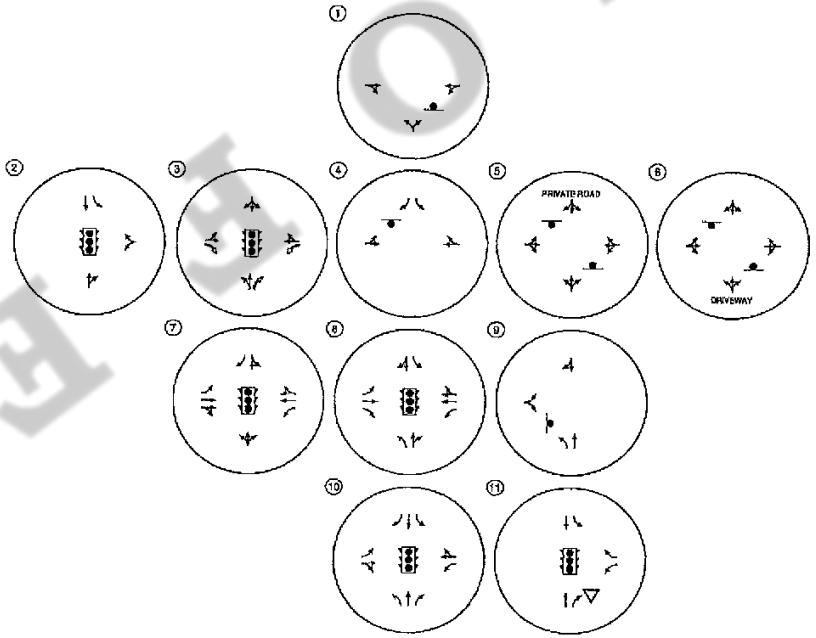

- STOP SIGN
- TRAFFIC SIGNAL
- YIELD SIGN
- PLANNED IMPROVEMENT

Year 2018 Lane Configurations and Traffic Control Devices
Camas, Washington

Figure 11

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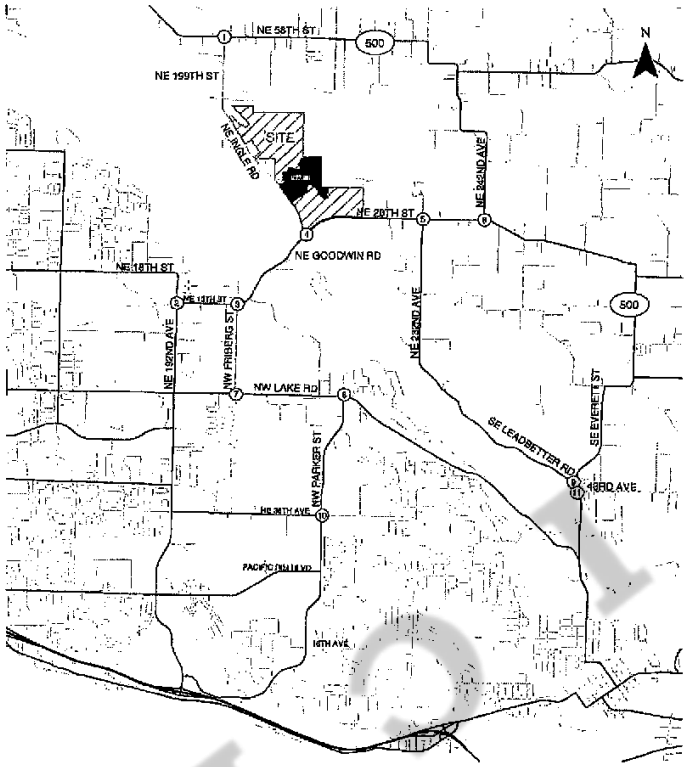
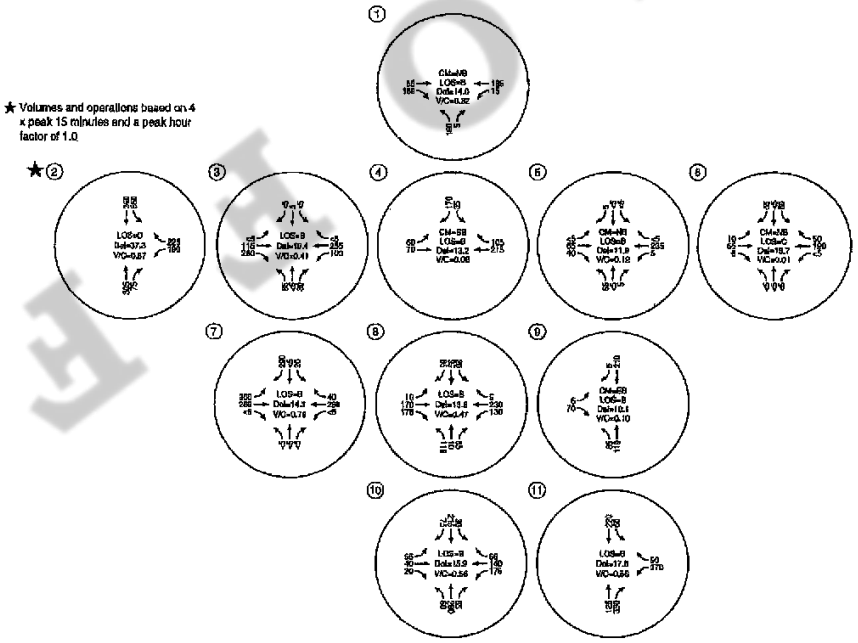


★ Volumes and operations based on 4 x peak 15 minutes and a peak hour factor of 1.0



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V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
TWSC = TWO-WAY STOP CONTROL

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2018 Background Conditions
Weekday AM Peak Hour
Camas, Washington

Figure 12

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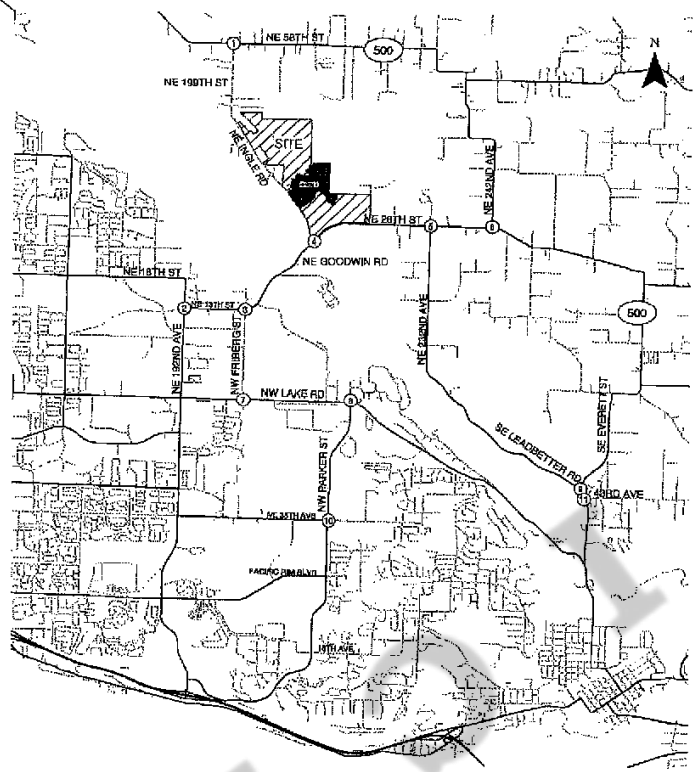

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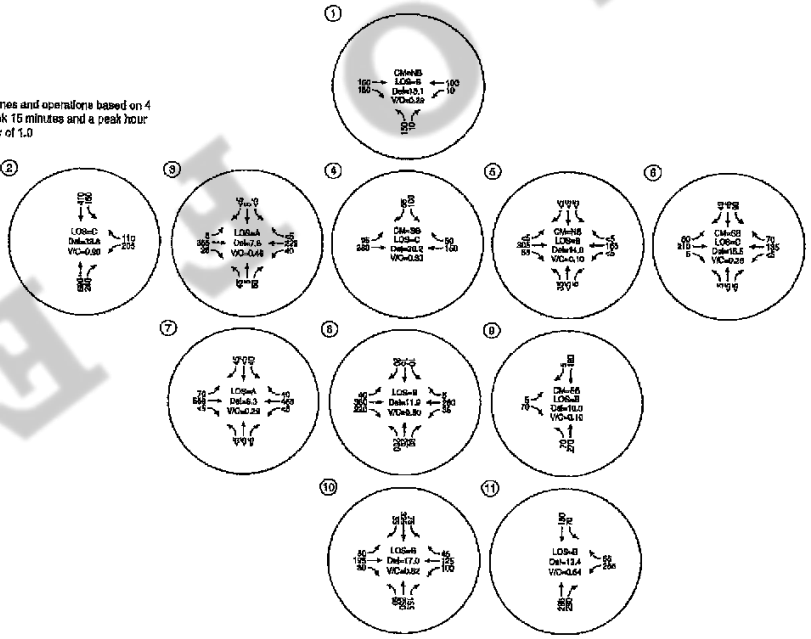

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2018 Background Conditions
Weekday PM Peak Hour
Camas, Washington

Figure 13

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2018 Total Traffic Conditions

The year 2018 total traffic analysis forecasts how the study area's transportation system will operate with the addition of traffic from Phase 1 of the proposed development. Phase 1 site-generated trips were added to the 2018 background traffic volumes at the study intersections to arrive at the total traffic volumes.

All lane configurations are consistent with background conditions with the exception of the intersection of NE Ingle Road/NE Goodwin Road. The developer proposes to construct an exclusive eastbound left-turn lane on NE Goodwin Road at NE Ingle Road in conjunction with the Phase 1 site development. Consequently, provision of the turn lane was assumed for the total traffic analysis.

Traffic Operations

Figures 14 and 15 summarize the year 2018 total traffic operations analysis results at the study intersections for the weekday a.m. and weekday p.m. peak-hours, respectively. The projected turning movement counts are rounded to the nearest five vehicles per hour. As shown, all but one of the study intersections are forecast to operate acceptably during the weekday a.m. and p.m. peak periods under 2018 total traffic conditions. The southbound movement at the intersection of NE Ingle Road/NE Goodwin Road is anticipated to operate at a LOS E during the weekday p.m. peak hour. Operations at this intersection could be mitigated with the addition of an eastbound right-turn lane. Based on a sensitivity analysis, this mitigation is triggered by the 203rd unit to be constructed. Up until this point, the southbound left-turn lane is forecast to operate at a LOS D. Table 6 provides the operations at NE Ingle Road/NE Goodwin Road during the weekday PM peak hour supporting the sensitivity analysis.

Table 6: NE Ingle Road/NE Goodwin Road Operations Assessment – weekday PM peak hour

Scenario	Critical Movement	LOS	v/c ratio
2018 Background Conditions	SBL	C	0.33
2018 Background + 200 Homes	SBL	D	0.52
2018 Background + 203 homes	SBL	E	0.53
2018 Total Traffic (215 homes)	SBL	E	0.53
2018 Total Traffic (2015 homes) – mitigated[1]	SBL	D	0.51

Notes: LOS = Level of Service; v/c ratio = volume-to-capacity ratio
[1]Mitigation includes provision of westbound right-turn lane

Appendix "H" contains the 2018 total traffic conditions traffic operations worksheets. Appendix "I" contains the traffic operations worksheets supporting the sensitivity analysis at NE Ingle Road/NE Goodwin Road.

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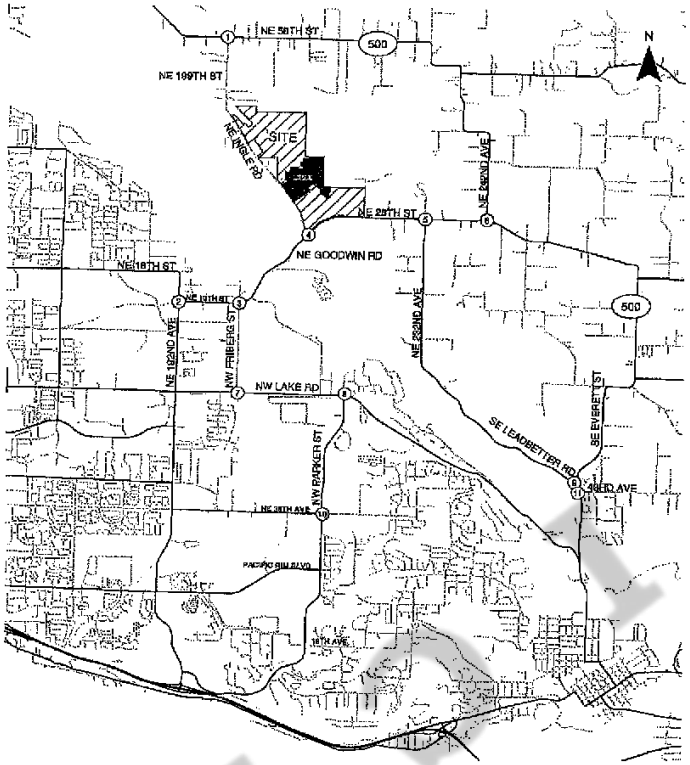
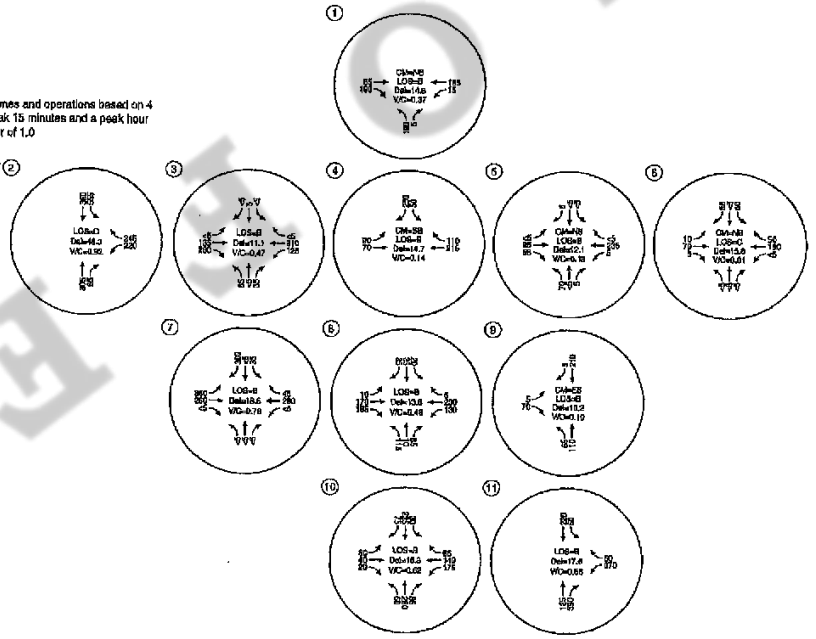


★ Volumes and operations based on 4 x peak 15 minutes and a peak hour factor of 1.0



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TWSC = TWO-WAY STOP CONTROL

2018 Total Traffic Conditions (Phase 1)
Weekday AM Peak Hour
Camas, Washington

Figure 14

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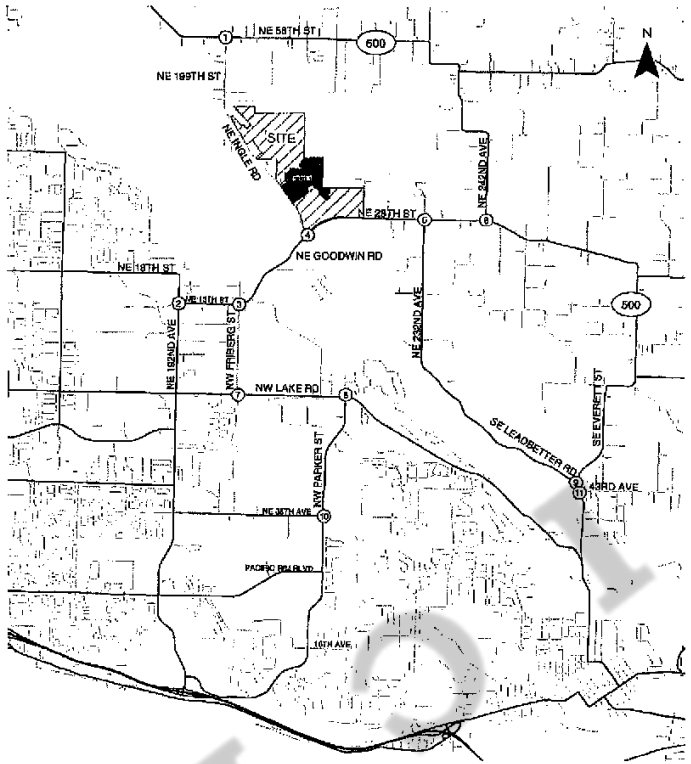
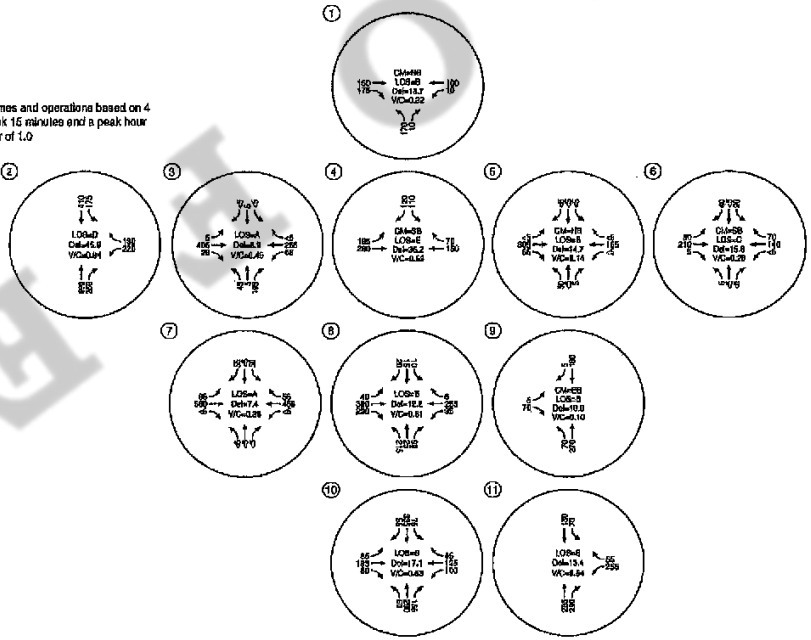


★ Volumes and operations based on 4 x peak 15 minutes and a peak hour factor of 1.0



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2018 Total Traffic Conditions (Phase 1)
Weekday PM Peak Hour
Camas, Washington

Figure 15

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2029 Background Traffic Conditions

The 2029 background traffic analysis identifies how the study area's transportation system will operate with regional growth, including completion of Phase 1 development. No further funded transportation improvement projects were identified at the study intersections that would be in place prior to the year 2029. In addition to the previously described in-process development, a one percent annual growth rate was applied to the 2018 background traffic volumes on City of Camas roadways to account for regional growth in the area per staff direction. Continued use of a two percent annual growth rate was assumed to the City of Vancouver roadways (NE 192nd Avenue).

The same lane configurations used in the 2018 analysis were assumed, with the exception of the configuration at NE Ingle Road/NE Goodwin Road. As previously noted, the developer proposes to construct an exclusive eastbound left-turn lane at the intersection in conjunction with the Phase 1 site development so this turn lane was assumed for the 2029 analysis. Signal timings were optimized with the assumption that signals in the area will be re-timed in the next fifteen years. In addition, some peak hour factors (PHF) were increased to account for future traffic changes, including:

- PHF increased to 0.80 in the a.m. peak hour at NW Friberg Street/NE Goodwin Road and NE 242nd Avenue/NE 28th Street
- PHF increased to 0.75 in the a.m. peak hour at NW Friberg Street/NW Lake Road; NW Parker Street/NW Lake Road; and NW Parker Street/NE 38th Avenue

Traffic Operations

Figures 16 and 17 summarize the year 2029 background traffic operations analysis results at the study intersections for the weekday a.m. and weekday p.m. peak-hours, respectively. As illustrated in the figures, all but two of the study intersections are forecast to operate acceptably:

- The intersection of NE 192nd Avenue/NE 13th Street is projected to operate at a LOS E and over-capacity during the weekday a.m. peak hour and LOS F and over-capacity during the p.m. peak hour.
- The southbound approach to the intersection of NE Ingle Road/NE Goodwin Road is projected to operate at a LOS E during the weekday p.m. peak hour (with provision of the westbound right-turn lane recommended in conjunction with Phase 1 site development).

Appendix "J" contains the 2029 background conditions traffic operations worksheets.

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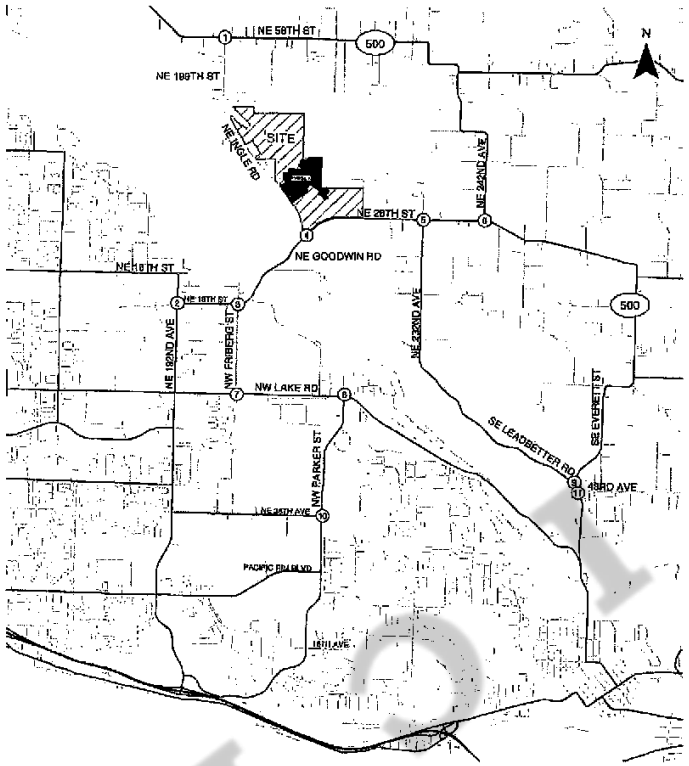
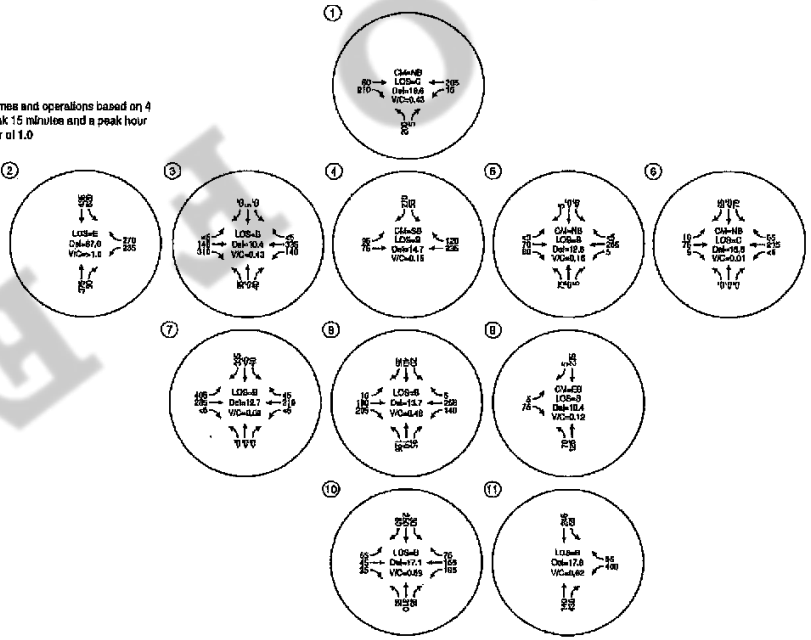


★ Volumes and operations based on 4 x peak 15 minutes and a peak hour factor of 1.0



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2029 Background Conditions
Weekday AM Peak Hour
Camas, Washington

Figure 16

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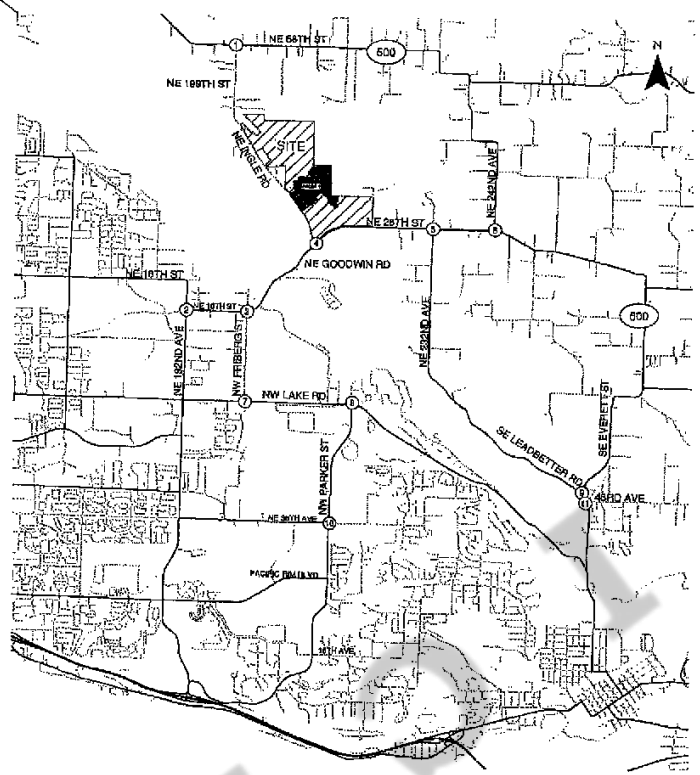

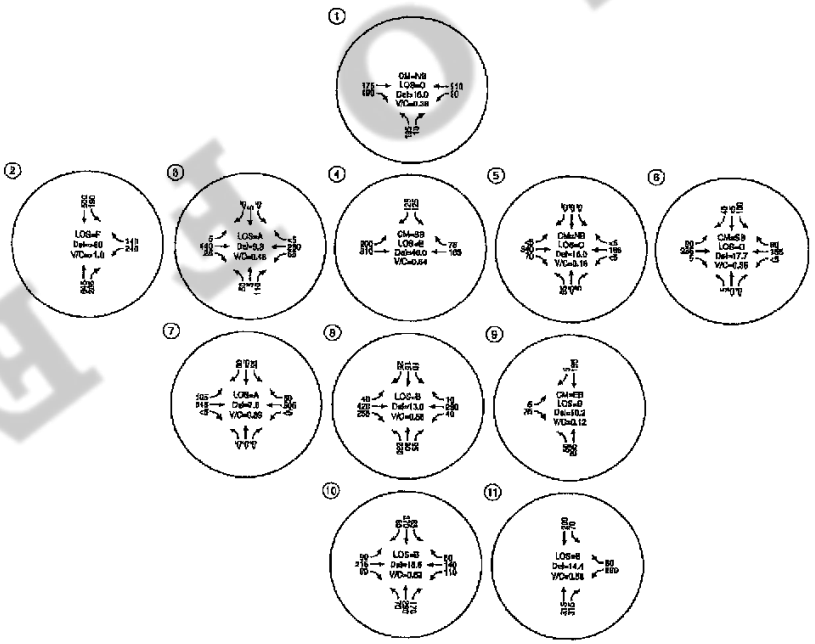

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2029 Background Conditions
Weekday PM Peak Hour
Camas, Washington

Figure 17

Exhibit 28 SUB25-1007

Exhibit 28 SUB25-1007

2029 Total Traffic Conditions

The year 2029 total traffic analysis forecasts how the study area's transportation system will operate with full build-out of the proposed master plan development. The year 2029 background traffic volumes were added to the full build-out site-generated traffic to arrive at the total traffic volumes.

Traffic Operations

Figures 18 and 19 summarize the year 2029 total traffic operations analysis results at the study intersections for the weekday a.m. and weekday p.m. peak-hours, respectively. The projected turning movement counts are rounded to the nearest five vehicles per hour. As shown, the following study intersections do not meet standards during either the weekday a.m. or p.m. peak periods:

- NE 199th Avenue/NE 58th Street (SR 500) (weekday a.m. and p.m. peak hours)
- NE 192nd Avenue/NE 13th Street (weekday a.m. and p.m. peak hours, previously was failing during background a.m. and p.m. peak hours)
- NE Ingle Road/NE Goodwin Road (weekday a.m. and p.m. peak hours, previously was failing during background p.m. peak hour)

Potential mitigation measures for these intersections are discussed later in the report.

Appendix "K" contains the 2029 total traffic conditions traffic operations worksheets.

Turn-Lane Considerations

As referenced under the "Analysis Methodology," roadways under Washington State jurisdiction are subject to the turn lane guidelines contained in the *WSDOT Design Manual* (Reference 3). The potential need for turn-lanes at each study intersection was reviewed for the analysis scenarios. Intersections that meet turn-lane guidelines are further discussed below.

NE 199th Avenue/NE 58th Street (SR 500)

Traffic volumes at the intersection of NE 199th Avenue/NE 58th Street (SR 500) meet WSDOT's guidelines for an eastbound right-turn lane on NE 58th Street under existing conditions and all future scenarios during both the weekday a.m. and p.m. peak hour. Construction of a right-turn lane could require right-of-way acquisition and will likely impact one or more private driveways along NE 58th Street (depending on the length of the deceleration lane constructed).

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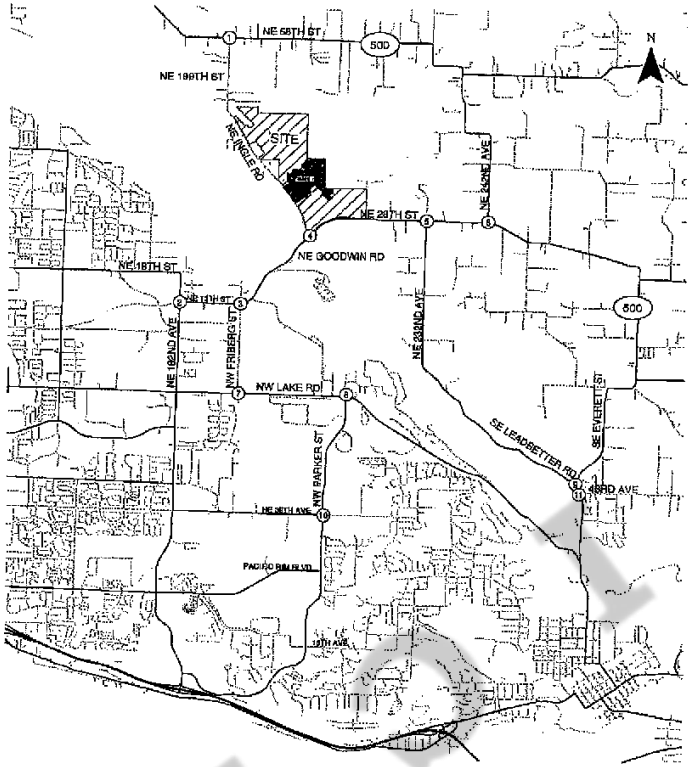

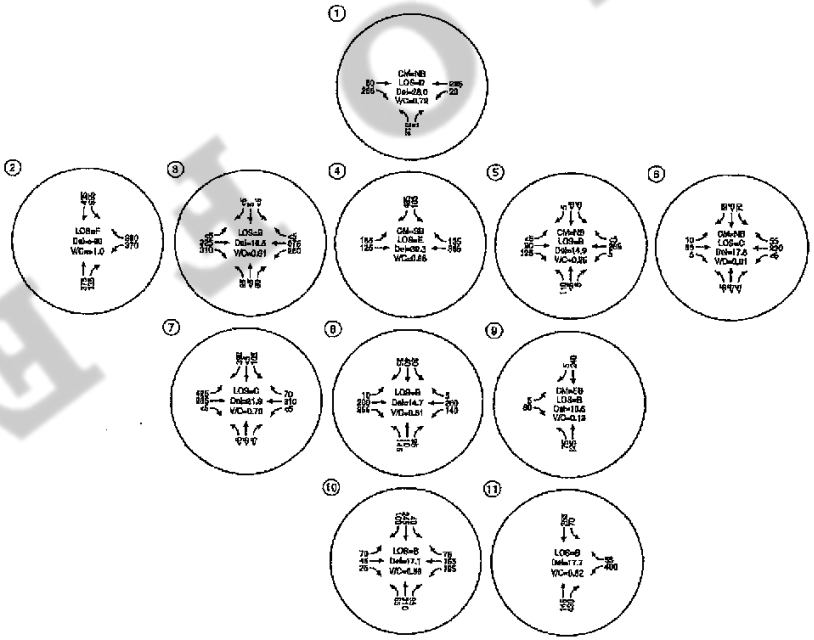

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V/C = CRITICAL VOLUME-TO-CAPACITY RATIO
TWSC = TWO-WAY STOP CONTROL

2029 Total Traffic Conditions (Build Out)
Weekday AM Peak Hour
Camas, Washington

Figure 18

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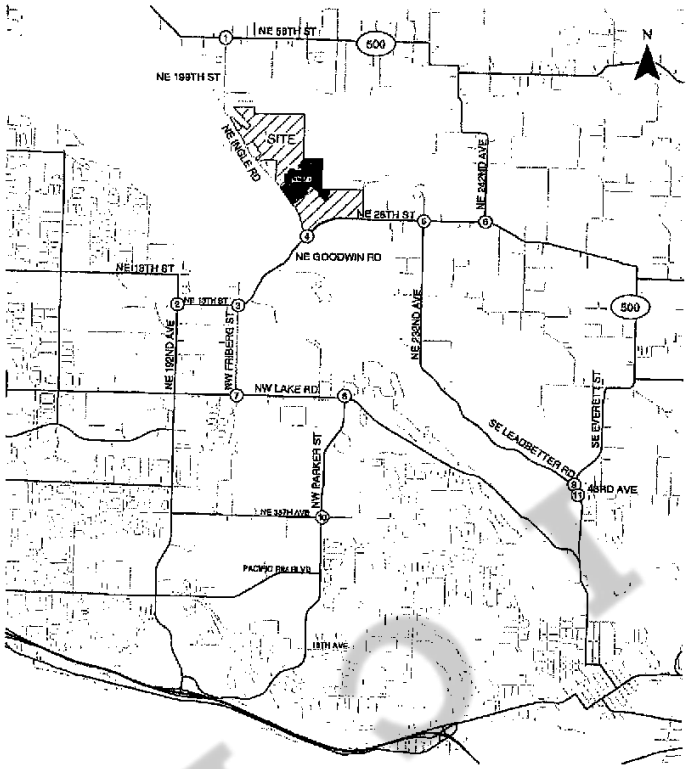

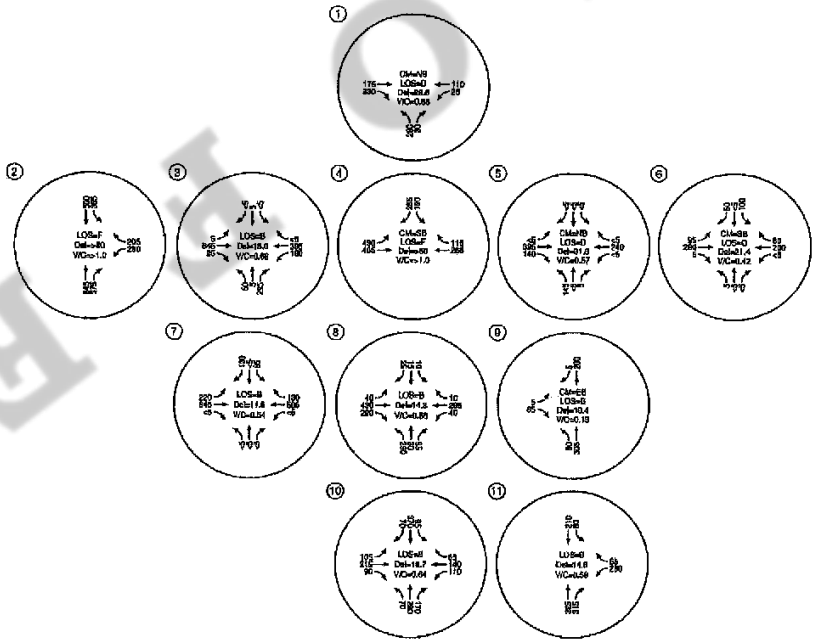

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TWSC = TWO-WAY STOP CONTROL

2029 Total Traffic Conditions (Build Out)
Weekday PM Peak Hour
Camas, Washington

Figure 19

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The table below assesses volumes at the intersection for various horizon year scenarios and the impact of the proposed development.

Table 7: NE 199th Avenue/NE 58th Street (SR 500) Eastbound Right-Turn Lane Assessment

Scenario	Eastbound Right-Turn (EBRT) Volume	Meets Guideline?	Development-Added EBRT Trips	Impact of Development
2014 Existing Traffic – AM Peak	180	Yes		
2014 Existing Traffic – PM Peak	145	Yes		
2018 Background Traffic – AM Peak	180	Yes	8 (Phase 1)	4%
2018 Background Traffic – PM Peak	150	Yes	27 (Phase 1)	18%
2029 Background Traffic – AM Peak	210	Yes	45 (Build-out)	21%
2029 Background Traffic – PM Peak	190	Yes	138 (Build-out)	73%

The recorded crash history at the intersection was reviewed to identify potential safety issues that an eastbound right-turn lane might address. No crashes were reported involving vehicles making an eastbound right-turn. Given the lack of crash history and the relatively small impact of Phase 1, no improvements are recommended in conjunction with Phase 1. Nonetheless, given the amount of site-generated traffic that will be added to the eastbound right-turn movement as future phases of the master plan build-out, if right turn crashes materially increased, it is possible that a nexus could be established between requiring construction of an eastbound right-turn lane and traffic volume increases attributable to master plan trip development. Accordingly, we recommend that future site plan applications prepared subsequent to Phase 1 provide an updated assessment as to the potential need for providing a right-turn taper or lane at the intersection.

NE 242nd Avenue (SR 500)/NE 28th Street

Traffic volumes at the intersection of NE 242nd Avenue (SR 500)/NE 28th Street meet WSDOT's guidelines for a left-turn lane on the eastbound approach under existing conditions and all future scenarios during the weekday p.m. peak hour. The table below assesses volumes at the intersection for each horizon year scenario and the impact of the proposed development. *As shown in the table, the Phase 1 development does not add any trips to the eastbound left-turn lane.* The trips generated by build-out of the master plan development are from the retail component and total less than 10.

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Table 8: NE 242nd Avenue (SR 500)/NE 28th Street Eastbound Left-Turn Lane Assessment

Scenario	Eastbound Left-Turn Volume	Meets Guidelines? (Recommended Storage)	Development-Added Trips	Impact of Development
2014 Existing Traffic – AM Peak	10	No		
2014 Existing Traffic – PM Peak	80	Yes (100 feet)		
2018 Background Traffic – AM Peak	10	No	0 (Phase 1)	0%
2018 Background Traffic – PM Peak	80	Yes (100 feet)	0 (Phase 1)	0%
2029 Background Traffic – AM Peak	10	No	2 (Build-out)	20%
2029 Background Traffic – PM Peak	90	Yes (100 feet)	9 (Build-out)	10%

The recorded crash history at the intersection was reviewed to identify potential safety issues that an eastbound left-turn lane might address. While two angle crashes were reported from vehicles making a southbound left-turn, no crashes were reported involving vehicles making an eastbound left-turn.

Based on our review of the information provided above, we find no basis for recommending improvements to the NE 242nd Avenue (SR 500)/NE 28th Street intersection in conjunction with Phase 1 site development. We base this conclusion on the proposed development adding no trips to the left-turn movement in question, the lack of crash history related to left-turns, and the general lack of a nexus given the small trip impact of the proposed Phase 1 development at this location.

Planned Future Intersection Improvements

The *2012 City of Camas Traffic Impact Fee Update Report* (Reference 2) identifies the future need to widen NE 28th Street to have a center left-turn lane from Ingle Road to NE 242nd Avenue. A related project would create a new NE 242nd Avenue extension south of NE 28th Street. Given the City's planned improvements, we recommend the City of Camas make a finding that the traffic impact fee payments made by the master plan for Phase 1 and future phases of the project mitigate development impacts at the intersection, and therefore require no additional mitigation.

Recommended Mitigations

As discussed above, all study intersections meet operating standards under existing and 2018 background and total traffic conditions for both the weekday a.m. and p.m. peak hours. Four intersections do not meet operating standards in 2029 under background and/or total traffic conditions; each is discussed below.

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NE 199th Avenue/NE 58th Street (SR 500)

The minor street northbound left-turn at the intersection of NE 199th Avenue/NE 58th Street (SR 500) is projected to not meet current WSDOT standards in the 2029 total traffic conditions during the weekday a.m. and p.m. peak hours. The intersection is projected to operate at a volume-to-capacity (v/c) ratio of 0.72 and LOS D during the a.m. peak hour and v/c ratio of 0.70 and LOS D during the p.m. peak hour. It is therefore not within WSDOT's LOS requirement (LOS C) for non-HSS facilities in rural areas. The intersection is three-legged and stop-controlled on the northbound approach. The northbound left-turn is the critical movement at the intersection, with all other movements operating at a LOS A and well under capacity. During both the weekday a.m. and p.m. peak hours, the northbound left-turn is 3 seconds or less over the delay threshold between LOS C and LOS D. In the event that the area around the intersection urbanizes before build-out, the WSDOT performance standard will shift to LOS E and the intersection would operate within WSDOT standards.

As discussed in the *Turn-Lane Considerations* section above, the intersection currently meets warrants for an eastbound right-turn lane, which would improve operations for northbound left-turning vehicles to a LOS C during the 2029 total traffic conditions. As also discussed above, it is expected that a nexus might ultimately be established between requiring construction of an eastbound right-turn lane and traffic volume increases attributable to master plan trip development, based on LOS and delay at the intersection. Accordingly, we recommend that future site plan applications prepared subsequent to Phase 1 provide an updated assessment as to the potential need for providing a right-turn taper or lane at the intersection, considering both the need for a right-turn taper or lane and delay with the northbound left-turn.

Appendix "L" contains the traffic operations worksheets supporting the potential mitigations at NE 199th Avenue/NE 58th Street (SR 500).

NE 192nd Avenue/NE 13th Street

The intersection of NE 192nd Avenue/NE 13th Street is projected to not meet standards in the 2029 background conditions and the 2029 total traffic conditions during both the weekday a.m. and p.m. peak hours. The intersection operates over-capacity in all four of these scenarios and at a LOS F during the weekday p.m. peak hour in the background conditions and weekday a.m. and p.m. peak hours in the total traffic scenarios.

Potential Future City of Vancouver Improvements

The City of Vancouver has identified NE 192nd Avenue as ultimately requiring five travel lanes (two southbound through lanes, a center left-turn lane, and two northbound through lanes) and includes

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the widening on the City's Traffic Impact Fee (TIF) program project list. Because no near-term funding has been programmed for the future five-lane section, the existing section was assumed to be in place in 2029 for the purposes of this traffic study. Widening by the City of Vancouver or others in the interim would add capacity and change the intersection operations.

In the event that NE 192nd Avenue is widened to five lanes through the NE 13th Street intersection, the intersection is projected to meet City of Vancouver intersection operating standards under 2029 background conditions. To mitigate total traffic conditions, a westbound right-turn lane would also be required. In the event that 192nd Avenue is not widened, a northbound right-turn lane and westbound right-turn lane would be sufficient to mitigate 2029 total traffic conditions (mitigation assumes maintaining operations equivalent to or better than those experienced under 2029 background conditions with site build-out but does not fully accommodate forecast queuing).

Potential Master Plan Development Mitigation Options

As noted above, the provision of a northbound right-turn lane and westbound right-turn lane would offer more than sufficient capacity to mitigate the impact of the master plan site build-out while also providing additional capacity to allow for future growth and development. Therefore, we recommend the Green Mountain Master Plan provide a proportionate share contribution towards the construction of a northbound right-turn lane and a westbound right-turn lane on NE 13th Avenue. The City of Vancouver has successfully administered pro-rata share contribution collection systems at other intersections, allowing each development impacting a failing intersection to contribute a "fair-share" of the mitigation cost.

Appendix "M" identifies a proposed proportionate cost sharing methodology. Under this methodology, each trip would be assessed a fee of $391. Therefore the Green Mountain development contribution at full build-out would be approximately $123,600. *Details of the cost estimate, capacity generated by the improvements, and impact of the proposed development supporting the proportionate share calculations are provided in Appendix "M."*

It should be noted that the NE 192nd Avenue/NE 13th Street intersection is listed on the City of Vancouver's TIF program project list. In the case of the Green Mountain Master plan, any TIF credits issued by the City of Vancouver would only be redeemable for development impacts in Vancouver (not Camas).

NE Ingle Road/NE Goodwin Road

The intersection of NE Ingle Road/NE Goodwin Road is projected to not meet City of Camas intersection operating standards in the 2029 background conditions during the weekday p.m. peak

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hour and the 2029 total traffic conditions during both the weekday a.m. and p.m. peak hours. In order to mitigate 2029 background conditions, a two-way left-turn lane could potentially be provided east of the intersection to facilitate southbound left-turns, which are the critical movement at the intersection.

The City's long-term plans anticipate significant reconstruction of the intersection and the approaching roadways as recorded in the 2012 *City of Camas Traffic Impact Fee Update* (Reference 2). Identified improvement needs include:

- Installation of a traffic signal at NE Ingle Road/NE Goodwin Road;
- The extension of a new collector roadway from NE Ingle Road south to NE 232nd Avenue;
- Widening of NE Goodwin Road from two to three lanes between NE Ingle Road and NE 232nd Avenue; and
- Widening of NE Goodwin Road from two to five lanes NE between Friberg Street and NE Ingle Road.

Considering the Green Mountain Master Plan project location and traffic impacts at the intersection, we recommend the following series of mitigations in conjunction with the proposed development:

- Construct an eastbound left-turn lane on NE Goodwin Road at NE Ingle Road with the first Phase 1 trip.
- Construct a westbound right-turn lane on NE Goodwin Road at NE Ingle Road with the 203rd Phase 1 trip (prior to occupancy of 203rd single family home on site). The right-turn lane should provide at least 100 feet of storage. (Note, in the long-term future, the City could consider restriping the right-turn lane to a shared through/right lane when widening of NE Goodwin Road west of NE Ingle Road develops two westbound receiving lanes).
- Construct a three-lane roadway section (with center two-way left-turn lane) on NE Goodwin Road along the site frontage in conjunction with standard frontage improvements as adjacent development occurs.
- Upon completion of Phase 1 site development (including construction of the eastbound left-turn lane and westbound right-turn lane on NE Goodwin Road at NE Ingle Road with Phase 1), the developer shall monitor the need for installation of a traffic signal with each future site plan application at the intersection and construct a traffic signal when the intersection no longer satisfies City of Camas performance standard (LOS "D" and v/c of 0.90 or better) *and* the intersection volumes meet traffic signal warrants (subject to direction from the City of Camas).

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- The monitoring effort is recommended to require preparation of then-current traffic counts, assessment of traffic signal warrants based on build-out of the then-current site plan application (and all other approved development), and a summary report prepared by a licensed professional engineer. The study should consider potential turn movement re-routing that is expected to occur at the NE Goodwin Road/NE Ingle Road intersection as new connections to the master plan site are made to NE Goodwin Road east of NE Ingle Road.

On-site Circulation and Operations

We recommend that a detailed review of on-site circulation and operations be prepared in conjunction with each future site plan application. This review will provide an opportunity to consider site-specific details when they become available and should include consideration of vehicular, pedestrian, and delivery vehicle paths.

On-site landscaping, signage and any above-ground utilities should be provided appropriately to ensure that adequate sight distance is provided and maintained and should be considered as part of future site plan applications.

Access Requirements

The City of Camas requires a minimum intersection spacing of 330 feet on three lane collector streets. This spacing should be maintained with the proposed development.

Phase 1 Access Operations

The portion of the site that will be developed with Phase 1 is noted in Figure 2. As seen, two access points are proposed for the Phase 1 development. The proposed lane configuration at these accesses and operations is shown in Figure 20. The developer has proposed to maintain access to the existing golf course in conjunction with the Phase 1 development. The existing gravel maintenance only access will be improved to provide an interim main access to the remaining portion of the golf course (reduced to eight holes). The proposed interim golf course access is located approximately 400 feet south of the proposed southern access, which meets the City's intersection spacing requirements for a collector street noted above.

Appendix "N" contains the traffic operations worksheets for the Phase 1 access operations.

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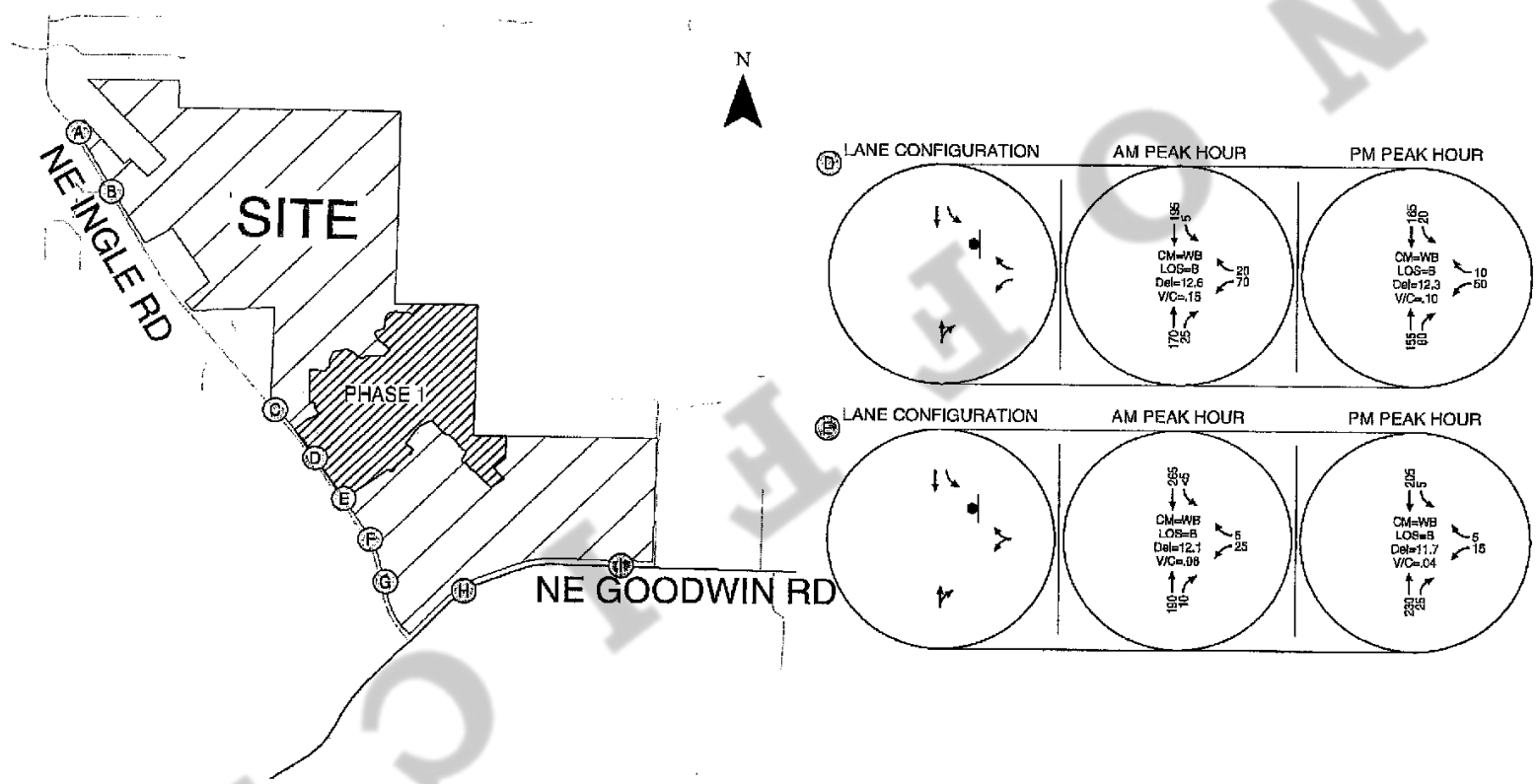

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2018 Site Access Lane Configurations and Operations (Phase 1)
Camas, Washington

Figure 20

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Build-out Access Operations

An additional five access points on NE Ingle Road and two access points on NE Goodwin Road are anticipated with full build-out of the development. The exact location of the access points may change as the plans for the development are refined. We assessed operations at these access points assuming the lane configuration shown in Figure 21. As seen in the figure, we expect NE Ingle Road will be developed with a center two-way left-turn lane (TWLTL) through access "C" and NE Goodwin Road will be developed with a TWLTL along the site frontage. Operations at the site accesses for the weekday a.m. and p.m. peak hours are shown in Figures 22 and 23. As seen in the figures, all access points operate at a LOS "C" or better, with the exception of the eastern access on NE Goodwin Road. The southbound left-turn movement at this intersection operates at a LOS D during the weekday p.m. peak hour.

We recommend further evaluation of potential right-turn deceleration lane needs be considered at the time of site plan application. This evaluation should consider the potential need for southbound left-turn lanes or northbound right-turn lanes along NE Ingle Road at the remaining access points as well as corresponding turn lane queue storage requirements. *Appendix "O" contains the traffic operations worksheets for the full build-out access operations.*

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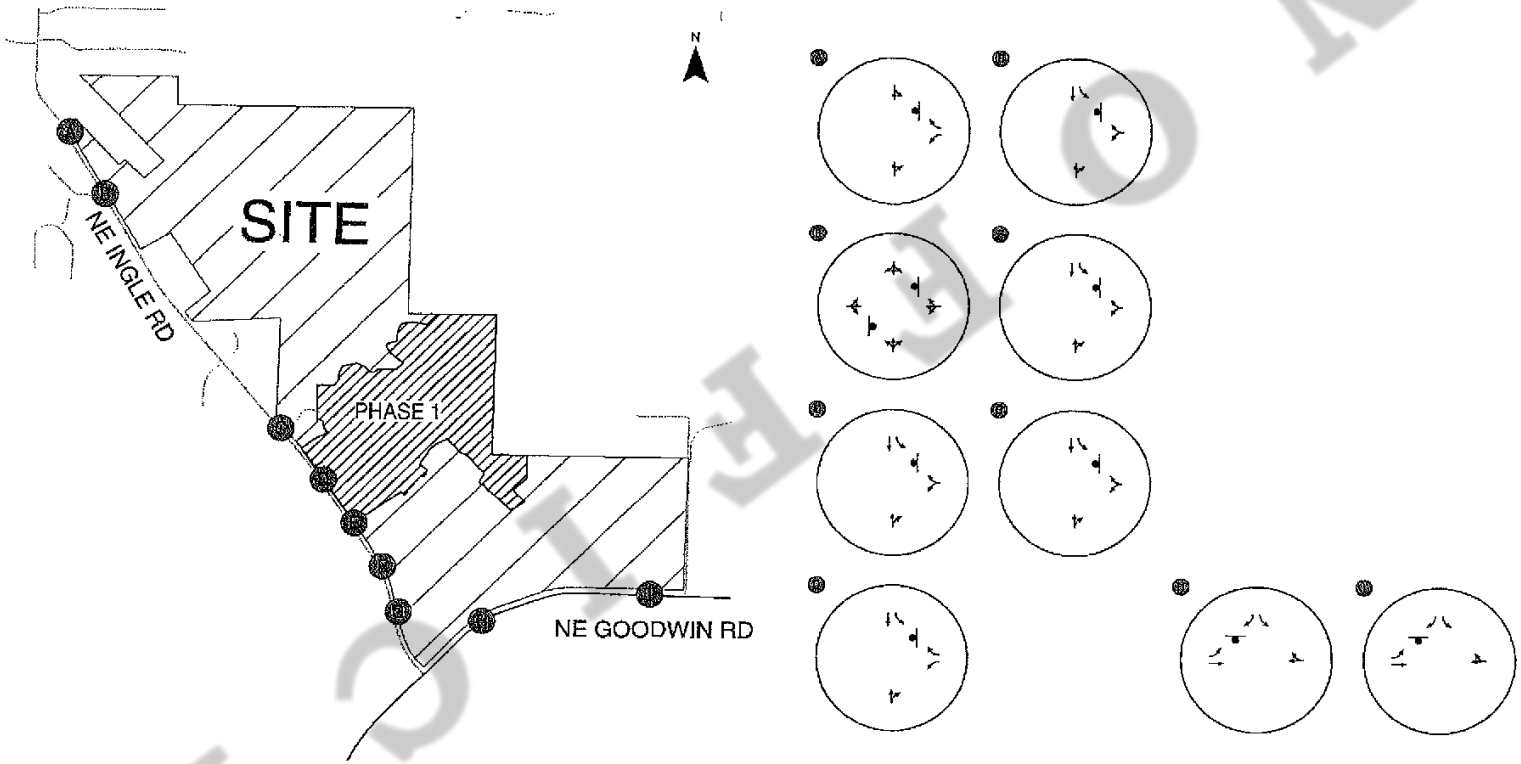

Site Access Lane Configurations and Traffic Control Devices (Buildout)
Camas, Washington

Figure 21

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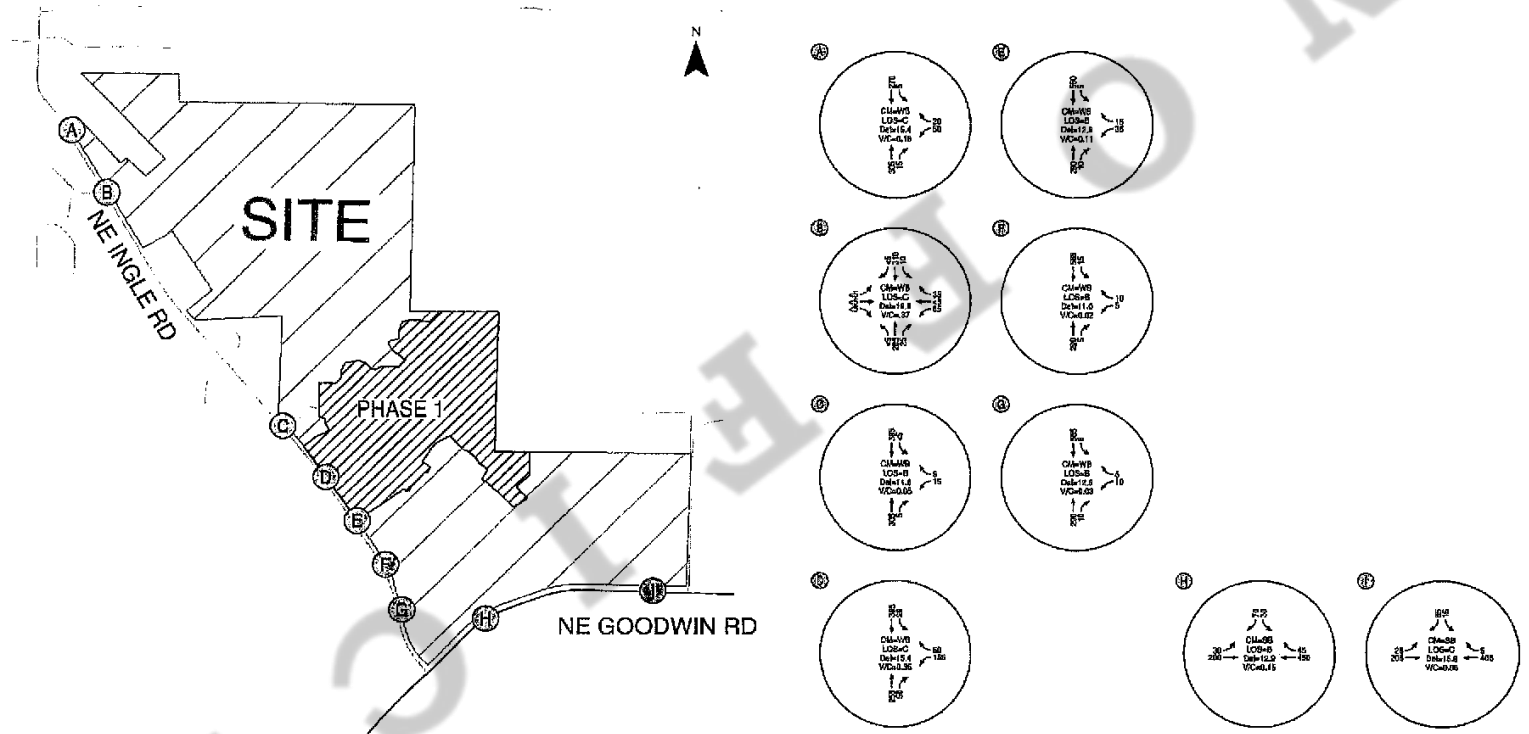

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2029 Site Access Operations (Build Out)
Weekday AM Peak Hour
Camas, Washington

Figure 22

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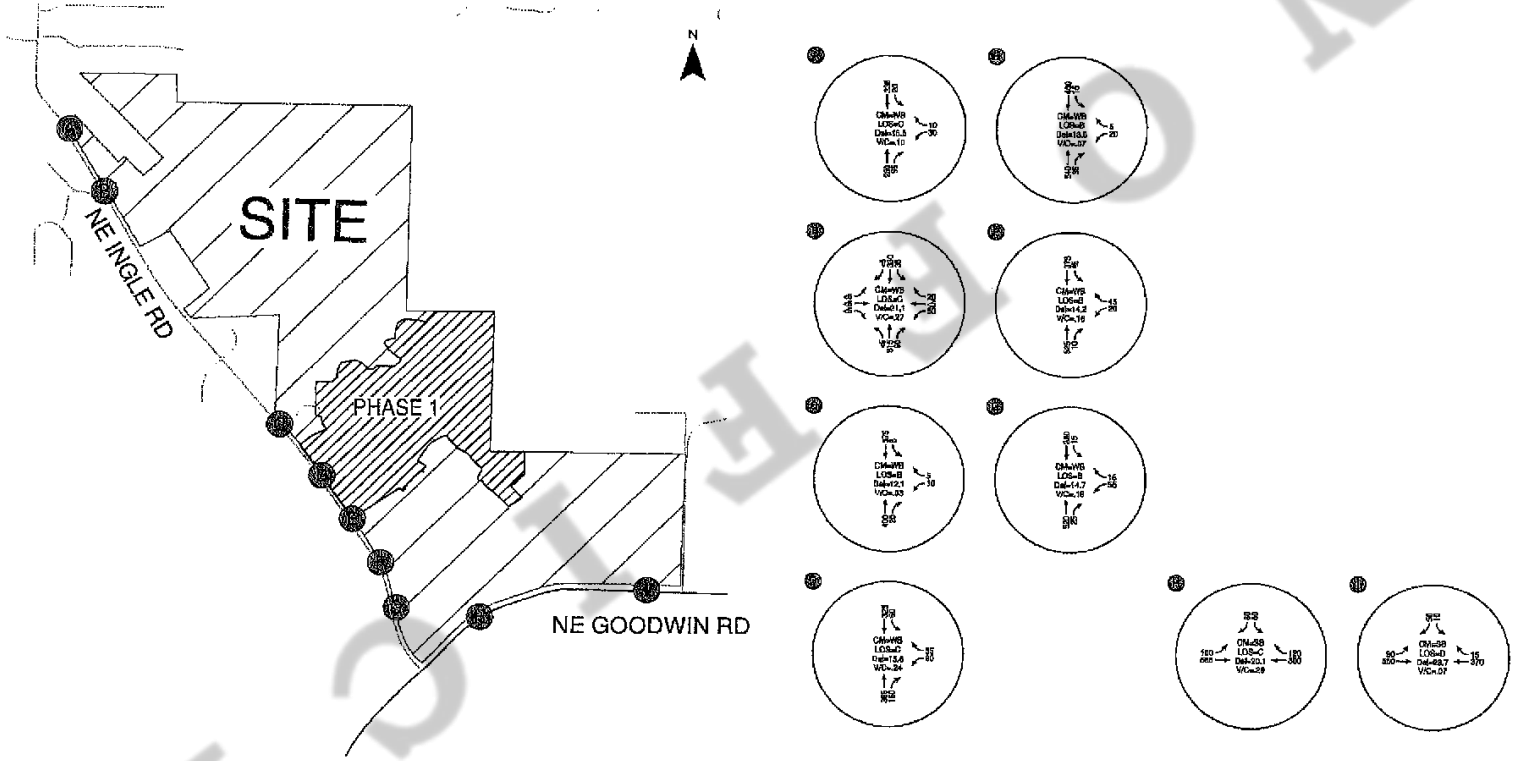

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2029 Site Access Operations (Build Out)
Weekday PM Peak Hour
Camas, Washington

Figure 23

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TRANSPORTATION COMPLIANCE LETTER

This master plan traffic study documents the transportation implications of the proposed development at build-out. There are on-site access, circulation, turn lane, and driveway location and design considerations that will need to be addressed when specific site plan applications are made. Further, the phasing and timing of master plan build-out is likely to evolve over time to adapt to market conditions. Accordingly, it is recommended that a transportation compliance letter be prepared for each preliminary plat or site plan application to address on-site transportation, access and pedestrian standards and to ensure that the mitigation measures provided for in this report are applied at the appropriate phase of development. The transportation compliance letter should also document the trip generation of each phase of development to ensure that the total number of trips generated from future development does not exceed the number of trips vested under the Development Agreement.

We recommend each transportation compliance letter could document:

- The number of site-generated trips (daily, weekday a.m. peak hour, weekday p.m. peak hour) estimated to be used by the then-current proposed site development application.
- The number of site-generated trips (daily, weekday a.m. peak hour, weekday p.m. peak hour) previously used by approved site development applications on the master plan site.
- An accounting of the number of site-generated trips (daily, weekday a.m. peak hour, weekday p.m. peak hour) remaining assuming approval of the then-current site plan application.
    - Note: In the event that a future site plan application is projected to use more trips than were previously assumed through the master plan, additional traffic capacity/concurrency analysis would be triggered (unless a traffic count cordon-study of the master plan campus demonstrates the number of trips generated by the site is less than projected by standard ITE trip rates and thus the overall development impact actually is less than or equal to the number of trips assumed by the master plan).
- Evaluation of outstanding mitigation needs (as appropriate consistent with the Master Plan recommendations) at the intersections of:
    - Need for an eastbound right-turn lane at NE 199th Avenue/NE 58th Street (SR 500)
    - NE Ingle Road/NE Goodwin Road (including traffic signal warrant analysis)

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FINDINGS AND RECOMMENDATIONS

Based on the results of the transportation impact analysis, Phase 1 of the Green Mountain Master Plan (estimated to generate 2,050 daily trips and 215 net new p.m. peak hour trips) can be developed while maintaining acceptable levels of service and safety at the study intersections without any required off-site mitigations. The primary findings and recommendations of this study are summarized below.

Existing Conditions

- All of the study intersections currently operate acceptably during the weekday a.m. and p.m. peak hours.

Proposed Development Activities

- Phase 1 site development includes 215 residential units. It is estimated to generate 160 net new a.m. peak hour trips (40 in and 120 out) and 215 net new p.m. peak hour trips (135 in and 80 out).
- Build-out of the site development includes 1,300 residential units and 90,000 square feet of retail use. Build-out (including Phase 1) is collectively estimated to generate a total of 995 net new a.m. peak hour trips (290 in and 705 out) and 1,655 net new p.m. peak hour trips (965 in and 690 out).
- Access to Phase 1 of the site will be provided via two full movement driveways on NW Ingle Road. In the future when the site is built out, access will be provided on both NW Ingle Road and NW Goodwin Road.

Year 2018 Background Traffic Conditions

- Year 2018 background conditions (without construction of the Green Mountain mixed-use development) were estimated assuming completion of approved in-process developments within the study area and an annual 2% growth rate on City of Vancouver roadways.
- Operational analyses indicate that the study intersections are forecast to continue to operate acceptably.

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Year 2018 Total Traffic Conditions

- Year 2018 total traffic conditions were estimated assuming completion of approved in-process developments within the study area plus Phase 1 of the proposed development.
- Operational analyses indicate that the study intersections are forecast to continue to operate acceptably under 2018 total traffic conditions with one exception:
  - The southbound movement at the intersection of NE Ingle Road/NE Goodwin Road is projected to operate at a LOS E during the weekday p.m. peak hour. This failure is triggered by the 203rd single family residential unit in Phase 1 of the development.

Year 2029 Background Traffic Conditions

- Year 2029 background conditions (with construction of only Phase 1 of proposed development but no further phases) were estimated assuming the same in-process developments included in the 2018 analysis as well as a one percent growth rate on City of Camas roadways and two percent growth rate on City of Vancouver roadways.
- Operational analyses indicate that the study intersections are forecast to continue to operate acceptably under year 2029 background traffic conditions with two exceptions:
  - The intersection of NE 192nd Avenue/NE 13th Street is projected to operate at a LOS E and over-capacity during the weekday a.m. peak hour and LOS F and over-capacity during the weekday p.m. peak hour,
  - The southbound approach to the intersection of NE Ingle Road/NE Goodwin Road is projected to operate at a LOS F during the weekday p.m. peak hour.

Year 2029 Total Traffic Conditions

- Year 2029 total traffic conditions were estimated assuming year 2029 background traffic and complete build-out of the proposed Green Mountain development.
- Operational analyses indicate that the study intersections are forecast to continue to operate acceptably under year 2029 total traffic conditions, with the exception of:
  - NE 199th Avenue/NE 58th Street (SR 500) (weekday a.m. and p.m.)
  - NE 192nd Avenue/NE 13th Street (weekday a.m. and p.m.)
  - NE Ingle Road/NE Goodwin Road (weekday a.m. and p.m.)

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Turn-Lane Considerations

- An assessment of turn-lane need was conducted for each study intersection.
- The intersection of NE 199th Avenue/NE 58th Street (SR 500) meets WSDOT's guidelines for a right-turn lane on the eastbound approach under existing conditions and all future scenarios during both the weekday a.m. and p.m. peak hour.
    - The crash history indicates that no crashes were recorded between 2008-2013 involving vehicles making an eastbound right-turn.
    - Given the lack of crash history related to eastbound right-turns and the relatively small impact of Phase 1 (eight eastbound right-turn trips during the weekday a.m. peak hour, 27 eastbound right-turn trips during the weekday p.m. peak hour), no improvements are recommended in conjunction with Phase 1.
    - In the future, the provision of a right-turn taper or lane could be considered if suggested by the crash history at the intersection.
- The intersection of NE 242nd Avenue (SR 500)/NE 28th Street meets WSDOT's guidelines for a left-turn lane on the eastbound approach under existing conditions and all future scenarios during the weekday p.m. peak hour.
    - The crash history indicates that no crashes were recorded between 2008-2013 involving vehicles making an eastbound left-turn.
    - The City's long-term plans include a traffic signal and southbound left-turn lane at NE 242nd Avenue (SR 500)/NE 28th Street.
    - Given the lack of recorded crash history, the small impact of the proposed development (no Phase 1 eastbound left-turns and less than 10 at master plan build-out), and future improvement plans at this intersection, no turn-lane improvements are recommended with Phase 1 site development.

Recommendations

- Regardless of the proposed master plan application, we recommend that the City of Camas consider potential improvements to the intersection of NE Ingle Road/NE Goodwin Road to address intersection sight distance limitations associated with the location of the stop bar, such as relocating the stop bar.
- The following improvements should be provided in conjunction with site development:
    - Phase 1 Site Development

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- An eastbound left-turn lane with 100 feet of storage should be provided at NE Ingle Road/NE Goodwin Road.
- A westbound right-turn lane on NE Goodwin Road at NE Ingle Road prior to occupancy of the 203rd single family home in Phase 1. The right-turn lane should provide at least 100 feet of storage.
- On-site and off-site landscaping and any above ground utilities at the site-access driveways and internal roadways should be provided appropriately to ensure that adequate sight-distance is maintained.

- For Phase 1 and all future phases, a Transportation Compliance Letter as described above should be prepared by a licensed professional engineer and submitted with the then-current site plan application.
- Full Build-Out of Site Development (items to be assessed in Transportation Compliance Letter unless otherwise mitigated):
  - Future site plan applications should provide an updated assessment as to the potential need for providing an eastbound right-turn taper or lane at the 199th Avenue (SR 500)/NE 58th Street intersection unless otherwise deemed mitigated by the project or others.
  - Pay a proportionate "fair-share" financial contribution towards capacity mitigations at the intersection of NE 192nd Avenue/NE 13th Street. This contribution would partially fund the eventual construction of a northbound right-turn lane on NE 192nd Avenue and a westbound right-turn lane on NE 13th Avenue.

- Mitigations will be needed to improve NE Ingle Road/NE Goodwin Road in 2029. We recommend the following:
  - The applicant construct a three-lane section (with center two-way left-turn lane) on NE Goodwin Road along the site frontage.
  - The applicant assess traffic volumes and signal warrants at NE Ingle Road/NE Goodwin Road with each phase of development and construct a traffic signal and related appurtenances when the intersection no longer satisfies City of Camas performance standard (LOS "D" and v/c of 0.90 or better) and intersection volumes meet traffic signal warrants.

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Exhibit 28 SUB25-1007

- On-site and off-site landscaping and any above ground utilities at the site-access driveways and internal roadways should be provided appropriately to ensure that adequate sight-distance is maintained.

We trust this letter adequately addresses the traffic impacts associated with the proposed Green Mountain Master Plan development. Please contact us if you have any questions or comments regarding the contents of this report or the analysis performed.

REFERENCES

1. Transportation Research Board 2000. Highway Capacity Manual. 2000.
2. DKS Associates. *City of Camas Traffic Impact Fee Update*. May 2012.
3. Washington State Department of Transportation. *Design Manual*. July 2013.
4. C-Tran. http://www.c-tran.com. May 2014.
5. Oregon Department of Transportation Research Section. *SPR 667 Assessment of Statewide Intersection Safety Performance*. June 2011.
6. American Association of State Highway and Transportation Officials. *Highway Safety Manual*. 2010.
7. Institute of Transportation Engineers. *Trip Generation Manual, 9th Edition*. 2012.
8. City of Vancouver. *Traffic Study Guidelines*. December 2013.

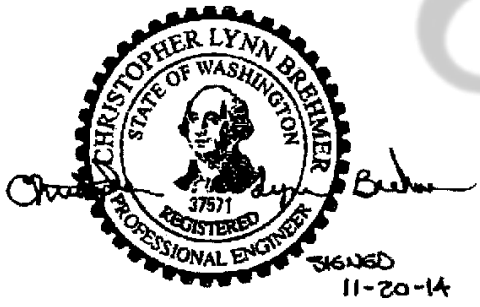

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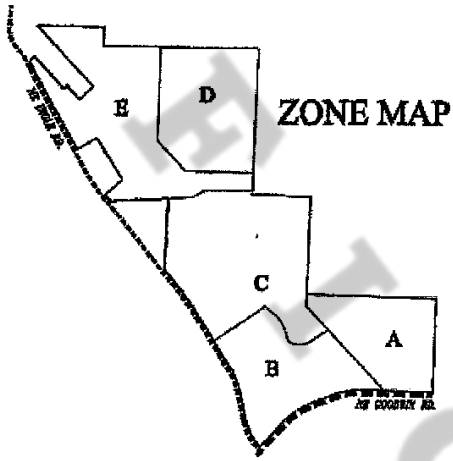
EXHIBIT E

Tree Preservation Plan

Zone	Pods Included in Zone	Total Trees in Zone	Trees Preserved	Percentage of Trees Preserved
Zone A (Southeast)	D4, D5, D6 E2, E3	170	90	39%
Zone B (South)	H (CC), A1, A2, A3, B5	342	265	77%
Zone C (Central)	B1, B2, B3, C1, C2, D1, D2, D3, E1	1,454	488	34%
Zone D (Northeast)	G	3,524	2,345	67%
Zone E (Northwest)	B4, E4, F1, F2, F3, F4	4,040	1,571	39%
Total Site		**9,589**	**4,759**	**50%**



ZONE MAP

The Tree Preservation Plan is based on a complete tree survey of the entire Property. This survey finds that nearly 9,600 trees are present on the property. The Property has been divided into five "zones" that identify five distinct areas of future development. The zones were established to assure that acceptable numbers of trees were preserved throughout the Property, not just in one isolated area rendering the remaining portions of the site bare of trees. The percentage of trees protected in a given zone varies from 34% to 77%, with the net result being that at least 50% of the existing trees on the Property will be preserved.

Compliance with the Tree Preservation Plan will take place with each future development application (Preliminary Plat or Site Plan Review), at which time the applicant will demonstrate that the number of trees protected will meet or exceed the amount listed in the "Trees Preserved" column in the above

table. In the event that a given development application covers only part of a zone, the applicant shall demonstrate that the current development application will not preclude the preservation of the minimum number of trees required to be preserved for that zone when the zone is fully developed. In addition to the trees that will be preserved, thousands of trees will be planted as part of the development's landscape requirements, including in parks, open spaces, streetscapes, and residential areas.

Consistent with Camas City code, Oregon White Oak trees over 20" dbh are considered habitats of local importance, as well as Oregon White Oaks that form a grove of one acre or larger. Such oaks shall be considered jurisdictional for the purposes of this Tree Preservation Plan. Any jurisdictional Oregon White Oak trees shall be mitigated for at a 2:1 stem count ratio and installed within an appropriate area on site. Oregon white oak trees installed as mitigation will be 1.5" caliper at a minimum. Where possible, oaks will be planted within vegetation voids associated with riparian corridors, oak groves and green space to increase oak habitat connectivity across the site. The location of oak plantings shall be at the direction of a professional biologist or certified arborist.

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EXHIBIT F

URBAN VILLAGE AREA - Mixed Use, Community Commercial, A and B PODs

Urban Village Area	Minimum of 8.8 acres with ground floor Employment/Commercial Use (as provided for in 18.07.030 Table 1). Allow horizontal and vertical Mixed Use PODs H, A1, A2, A3, B5 and 100 Units at the Village Center

DENSITY and DIMENSIONS - Camas MF zones and Green Mountain C, B and A PODS

The bold, Italic and underlined standards are the Density, Dimension and use standards for the Green Mountain Project C, B and A pods.

C Pod – 6-10 units/acre – 3000-5000 SF lots **B Pod** – 6-18 units/acre – 1000 -3000 SF lots **A Pod** – 12-24 units/acre

	MF-10	C PODs	MF-18	B PODs	MF-24	A PODs
DENSITY						
Max. du/gac	10	10	18	18	24	24
Min. du/gac	6	6	6	6	6	12
STANDARD LOTS						
Min. lot SF	3,000	3,000 ***[a]***	2,100	***1,000[a]***	1,800	***1,000[a]***
Min. lot width	30	30	20	20	20	20
Min. lot depth	70	70	60	***50***	60	***50***
Max.Floor Area per du	No Max	No Max	No Max	No Max	No Max	No Max
SETBACKS						
Min.front/at garage	15/18	***10***/18	10/18	***6/3@OS***/18	10/18	***None***
Min. side	3 [1]	3	3 [1]	3	3 [1]	
Min. side Flanking Street	15	***10***	15	***10***	15	***None [d]***
Min. rear ***(garage @alley)***	10	***10[b][c]***	10	***10[b] [c]***	10	***None [c]***
LOT COVERAGE, Max.	55%	55%	65%	***None***	75%	***None***
BUILDING HEIGHT, Max.	35 [2]	35	45 [2]	45	45 [2]	***60***

a. Single Family Detached homes to be permitted. For SFD in A POD apply setbacks in B POD.
b. 10 feet for front access garage.
c. Minimum rear yard for alley accessed garage is either 3' or 18'.
d. Franchise utilities to be located in front or side yard easements abutting right of way.

1. The non-attached side of a dwelling unit shall be three feet, Otherwise a zero-lot line is assumed.
2. Maximum building height: three stories and a basement but not to exceed maximum building height.

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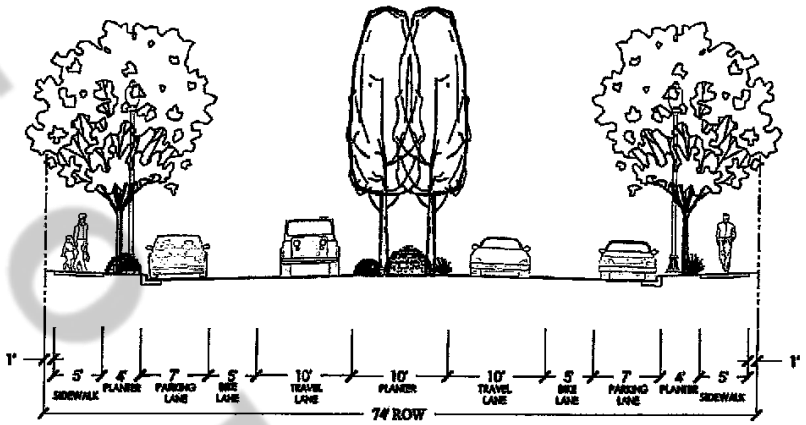
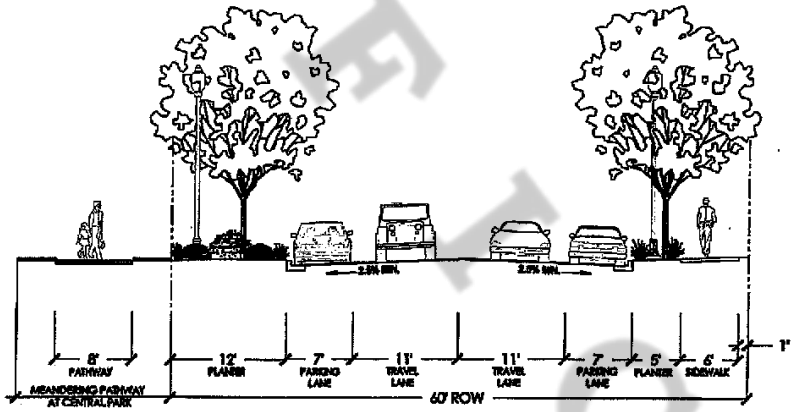


NOTE: REPLACE PARKING WITH LANDSCAPED CURB EXTENSION AT SELECT INTERSECTIONS

ENTRY BOULEVARD



CIRCULATOR STREET AT CENTRAL PARK

EXHIBIT G

11/14/14

1 OF 2

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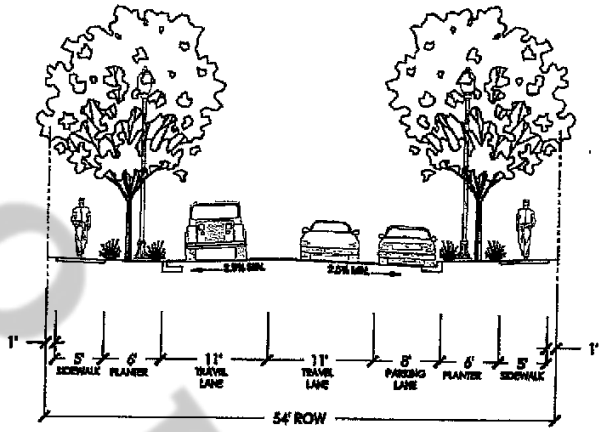
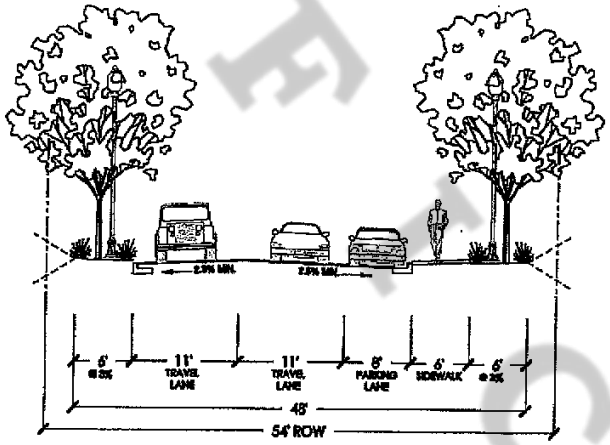


CIRCULATOR STREET
AT D & E PODS



CIRCULATOR STREET
AT ENVIRONMENTALLY SENSITIVE FRONTAGE OR CROSSING & AT STREET GRADES GREATER THAN 12%

EXHIBIT G
11/14/14

2 OF 2

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4. Geotechnical Soil Analysis Report (Includes Geologic Hazard Study)

Real-World Geotechnical Solutions
Investigation • Design • Construction Support

January 7, 2014
Project No. 13-3186

John O'Neil
Metropolitan Land Group, LLC
17933 NW Evergreen Parkway, Suite 300
Beaverton, Oregon 97006

CC: Joe Sturtevant via email: joe@slindenelson.com

SUBJECT: PRELIMINARY GEOTECHNICAL SLOPE STABILITY EVALUATION AND RESULTS OF INFILTRATION TESTING
GREEN MOUNTAIN
NE INGLE ROAD & NE 28TH STREET
CAMAS, WASHINGTON

This report presents the results of a geotechnical engineering study conducted by GeoPacific Engineering, Inc. (GeoPacific) for the above-referenced project. The purpose of our investigation was to evaluate subsurface conditions at the site and to provide geotechnical recommendations for site development. This geotechnical study was performed in accordance with GeoPacific Proposal No. P-4611b, dated October 15, 2013, and your subsequent authorization of our proposal and *General Conditions for Geotechnical Services*. This report is considered Preliminary because a final grading plan has not been developed.

SITE DESCRIPTION AND PROPOSED DEVELOPMENT

The subject site is located on the north side of NE Goodwin Road and east of NE Ingle Road in the City of Camas, Clark County, Washington. The property includes several tax lots that total approximately 281.6 acres. Topography on the southern portion of the site is flat to gently sloping with grades of about 5 to 10 percent. Steeper slopes (up to 35 percent grade) are present on Green Mountain, which is a basalt cinder cone, located in the northern portion of the site. Near vertical slopes are present at the base of Green Mountain where basalt bedrock is exposed.

The southern portion of the site is the Green Mountain Golf Course. Improvements include several structures, parking areas, cart tracks, and fairways. The northern portion of the site is currently unimproved. Vegetation consists of short grasses and dense to sparse trees. A power line easement diagonally bisects the site.

It is our understanding that the proposed development will consist of a subdivision for single family homes, new streets, and associated underground utilities. The conceptual master plan indicates high to low density development is planned. Much of the steeply sloping areas at the base of

Green Mountain will remain as open space or park areas. A grading plan has not been provided for our review; however, we anticipate maximum cuts and fills will be on the order of about 12 feet due to the sloping topography.

REGIONAL AND LOCAL GEOLOGIC SETTING

Regionally, the subject site lies within the Willamette Valley/Puget Sound lowland, a broad structural depression situated between the Coast Range on the west and the Cascade Range on the east. A series of discontinuous faults subdivide the Willamette Valley into a mosaic of fault-bounded, structural blocks (Yeats et al., 1996). Uplifted structural blocks form bedrock highlands, while down-warped structural blocks form sedimentary basins.

The low-lying portion of the site is underlain by the Quaternary aged (last 1.6 million years) Willamette Formation, a catastrophic flood deposits associated with repeated glacial outburst flooding of the Willamette Valley (Trimble, 1963; Yeats et al., 1996; Phillips, 1987). The last of these outburst floods occurred about 10,000 years ago. These deposits typically consist of horizontally layered, micaceous, silty sand with gravel that is underlain by medium dense to dense gravel.

The Willamette Formation is underlain by a gravel conglomerate interbedded with siltstone and sandstone. Evarts (2006) indicates the age of the conglomerate is poorly constrained but is likely Pliocene to Pleistocene in age (10,000 to 5.3 million years ago). The conglomerate is partially cemented with the upper portion moderately weathered.

The northern portion of the subject site is underlain by Basaltic Andesite of Green Mountain (Evarts, 2006). The gray basaltic andesite lava flows erupted from a cinder cone on Green Mountain during the Pleistocene (2.6 to 5.3 million years ago). The basalt contains weathered ash, trace quartzite pebbles, and fine grained xenoliths (Evarts, 2006).

A portion of the site is underlain by Miocene to Pleistocene age (16 to 0.5 million years ago) terrigenous sedimentary rocks belonging to the Troutdale Formation (Evarts, 2006). The Troutdale Formation is informally divided into an upper and lower member. Lithologies in the upper member include lenticular layers of volcaniclastic (vitric) sand, quartzite-bearing gravel, fine-grained sand, silt and clay, micaceous quartz-rich sand, and conglomerate with a cumulative average thickness of 100 to 150 feet. The lower member consists primarily of laminated silty clay and sand with reported thicknesses in water well logs of up to 800 feet. These sediments vary from weakly-consolidated to well-indurated.

REGIONAL SEISMIC SETTING

At least four potential source zones capable of generating damaging earthquakes are thought to exist in the region. These include the Lacamas Creek-Sandy River Fault, Portland Hills Fault Zone, Gales Creek-Newberg-Mt. Angel Structural Zone, and the Cascadia Subduction Zone, as discussed below.

Lacamas Creek-Sandy River Fault

The Lacamas Creek Fault is recognized based on a fault shear contact between Oligocene (30 million years old) volcanic rocks and the Troutdale Formation, and a series of prominent geomorphic lineaments with a cumulative length of 24 miles (Mundorff, 1964; Beeson et al., 1989).

The Sandy River Fault, interpreted from gravity and borehole data, forms a possible right stepping, 7-mile-long extension of the Lacamas Creek Fault that vertically displaces the Columbia River Basalt by 1,300 feet (Beeson et al., 1989; Geomatrix Consultants, 1995). A 1989, M3.9 earthquake in the vicinity may have occurred on the Lacamas Creek Fault. A comprehensive seismic hazard study commissioned by the Oregon Department of Transportation concluded that the Lacamas Creek-Sandy River Fault Zone is potentially active with a possible rupture length of greater than 25 miles. The Lacamas Creek Fault is mapped as being ½ mile southwest of the subject site (Figure 1).

Portland Hills Fault Zone

The Portland Hills Fault Zone is a series of NW-trending faults that include the central Portland Hills Fault, the western Oatfield Fault, and the eastern East Bank Fault. These faults occur in a northwest-trending zone that varies in width between 3.5 and 5.0 miles. The combined three faults vertically displace the Columbia River Basalt by 1,130 feet and appear to control thickness changes in late Pleistocene (approx. 780,000 years) sediment (Madin, 1990). The Portland Hills Fault occurs along the Willamette River at the base of the Portland Hills, and is about 13 miles southwest of the site. The Oatfield Fault occurs along the western side of the Portland Hills, and is about 16 miles southwest of the site. The accuracy of the fault mapping is stated to be within 500 meters (Wong, et al., 2000). No historical seismicity is correlated with the mapped portion of the Portland Hills Fault Zone, but in 1991 a M3.5 earthquake occurred on a NW-trending shear plane located 1.3 miles east of the fault (Yelin, 1992). Although there is no definitive evidence of recent activity, the Portland Hills Fault Zone is assumed to be potentially active (Geomatrix Consultants, 1995).

Gales Creek-Newberg-Mt. Angel Structural Zone

The Gales Creek-Newberg-Mt. Angel Structural Zone is a 50-mile-long zone of discontinuous, NW-trending faults that lies about 36 miles southwest of the subject site. These faults are recognized in the subsurface by vertical separation of the Columbia River Basalt and offset seismic reflectors in the overlying basin sediment (Yeats et al., 1996; Werner et al., 1992). A geologic reconnaissance and photogeologic analysis study conducted for the Scoggins Dam site in the Tualatin Basin revealed no evidence of deformed geomorphic surfaces along the structural zone (Unruh et al., 1994). No seismicity has been recorded on the Gales Creek Fault or Newberg Fault; however, these faults are considered to be potentially active because they may connect with the seismically active Mount Angel Fault and the rupture plane of the 1993 M5.6 Scotts Mills earthquake (Werner et al. 1992; Geomatrix Consultants, 1995).

Cascadia Subduction Zone

The Cascadia Subduction Zone is a 680-mile-long zone of active tectonic convergence where oceanic crust of the Juan de Fuca Plate is subducting beneath the North American continent at a rate of 4 cm per year (Goldfinger et al., 1996). A growing body of geologic evidence suggests that prehistoric subduction zone earthquakes have occurred (Atwater, 1992; Carver, 1992; Peterson et al., 1993; Geomatrix Consultants, 1995). This evidence includes: (1) buried tidal marshes recording episodic, sudden subsidence along the coast of northern California, Oregon, and Washington, (2) burial of subsided tidal marshes by tsunami wave deposits, (3) paleoliquefaction features, and (4) geodetic uplift patterns on the Oregon coast. Radiocarbon dates on buried tidal marshes indicate a recurrence interval for major subduction zone earthquakes of 250 to 650 years with the last event occurring 300 years ago (Atwater, 1992; Carver, 1992; Peterson et al., 1993; Geomatrix Consultants, 1995). The inferred seismogenic portion of the plate interface lies approximately 50 miles west of the Portland Basin at depths of between 20 and 40 kilometers below the surface.

FIELD EXPLORATION

Our site-specific exploration for this report was conducted on November 5th through 7th, 2013. A total of 25 exploratory test pits were excavated with a medium sized trackhoe to depths ranging between 4 and 11.5 feet at the approximate locations shown on Figure 2. It should be noted that exploration locations were located in the field by pacing or taping distances from apparent property corners and other site features shown on the plans provided. As such, the locations of the explorations should be considered approximate.

A GeoPacific geologist continuously monitored the field exploration program and logged the borings. Soils observed in the explorations were classified in general accordance with the Unified Soil Classification System. Rock hardness was classified in accordance with Table 1, modified from the ODOT Rock Hardness Classification Chart. During exploration, our geologist also noted geotechnical conditions such as soil consistency, moisture and groundwater conditions. Logs of test pits are attached to this report. The following report sections are based on the exploration program and summarize subsurface conditions encountered at the site.

Table 1. Rock Hardness Classification Chart

ODOT Rock Hardness Rating	Field Criteria	Unconfined Compressive Strength	Typical Equipment Needed For Excavation
Extremely Soft (R0)	Indented by thumbnail	<100 psi	Small excavator
Very Soft (R1)	Scratched by thumbnail, crumbled by rock hammer	100-1,000 psi	Small excavator
Soft (R2)	Not scratched by thumbnail, indented by rock hammer	1,000-4,000 psi	Medium excavator (slow digging with small excavator)
Medium Hard (R3)	Scratched or fractured by rock hammer	4,000-8,000 psi	Medium to large excavator (slow to very slow digging), typically requires chipping with hydraulic hammer or mass excavation)
Hard (R4)	Scratched or fractured w/ difficulty	8,000-16,000 psi	Slow chipping with hydraulic hammer and/or blasting
Very Hard (R5)	Not scratched or fractured after many blows, hammer rebounds	>16,000 psi	Blasting

Undocumented Fill – Undocumented fill was encountered directly at the ground surface in test pits TP-2, TP-4, TP-5, TP-12, TP-18, and TP-24. The fill generally consisted of brown silt (ML) with gravel or clayey silt (ML) to silty clay (CL). The fill was medium stiff to stiff and extended to a depth of 1 to 2.5 feet. It is likely that other areas of undocumented fill exist in the vicinity of the existing structures, driveways, and the golf course.

Topsoil Horizon – The ground surface in test pits TP-1, TP-3, TP-6 through TP-11, TP-13 through TP-17, TP-19 through TP-23, and TP-25 was directly underlain by a moderately to highly organic topsoil horizon. The dark brown silt (OL-ML) contained trace amounts of sand and gravel and contained fine roots throughout. The topsoil horizon was loose and extended to a depth of 9 to 18 inches. A moderately to highly organic, buried topsoil horizon was encountered beneath the fill in test pits TP-4, TP-5, TP-12, Tp-18, and TP-24. The buried topsoil horizons were on the order of 6 to 12 inches in thickness - extending to depths of 1.5 to 3.5 feet.

Colluvial Soil – Colluvial soil, formed by downward migration of material under gravitational forces, was encountered beneath the topsoil horizon in test pits TP-15 and TP-18. These soils generally consisted of stiff to very stiff, silty clay (CL) to clayey silt (ML) with weathered basalt that displayed strong orange and gray mottling. In explorations, the colluvial soil extended to a depth of 3 feet in test pit TP-15 and beyond the maximum depth of exploration in test pit TP-18 (11.5 feet).

Fine Grained Catastrophic Flood Deposits (Willamette Formation) – Underlying the topsoil horizon in test pits TP-1, TP-3, TP-6, TP-8 through TP-11, TP-13, and TP-17; the buried topsoil horizon in test pit TP-4; and the fill in test pit TP-2 was fine grained catastrophic flood deposits. These soils generally consisted of medium stiff to very stiff, light brown, sandy silt (ML) with trace clay that displayed subtle to strong orange and gray mottling. Where encountered, the flood deposits generally extended to a depth of 2.5 to 9 feet and beyond the maximum depth of exploration in test pits TP-1 and TP-9 (9 feet).

Conglomerate – Underlying the topsoil horizon in test pit TP-7; the buried topsoil horizon in test pits TP-5 and TP-12; and the fine grained catastrophic flood deposits in test pits TP-2 through TP-4, TP-6, TP-8, TP-10, TP-11, TP-13 and TP-17 was dense to very dense subrounded gravel (GM) with clayey silt to silty clay matrix or stiff to very stiff, clayey silt (ML) to silty clay (CL) with subrounded gravel. The conglomerate was partially cemented and extended beyond the maximum depth of exploration in test pits TP-2 through TP-8, TP-10 through TP-13, and TP-17 (6 to 10 feet). Practical refusal with a medium sized excavator was reached at a depth of 6.25 feet in test pit TP-12.

Troutdale Formation – Underlying the colluvial soil in test pit TP-15 and the topsoil horizon in test pit TP-16 was medium dense, silty sand (SM) with interbeds of stiff, sandy silt (ML). These soils were generally light brown in color and extended beyond the maximum depth of exploration in test pits TP-15 and TP-16 (9 to 10.5 feet).

Residual Soil – The topsoil horizon in test pits TP-14 and TP-19 through TP-25 was underlain by light reddish brown residual soil formed by in place decomposition of the underling Basaltic Andesite of Green Mountain Formation. These soils typically consisted of stiff to very stiff, clayey silt (ML) to silty clay (CL) with weathered basalt fragments. The residual soil extended to a depth of 3 to 6 feet or beyond the maximum depth of exploration in test pits TP-20 and TP-23 through TP-25 (9 to 11 feet).

Basaltic Andesite of Green Mountain – The residual soil in test pits TP-14, TP-19, TP-21, and TP-22 was underlain by Basaltic Andesite of Green Mountain. The light gray basalt contained trace silty clay to clayey silt matrix and was weathered to extremely soft (R0) to soft (R2) according to the ODOT rock hardness classification. Where encountered, the basalt extended beyond the maximum depth of exploration (8 to 10 feet). Practical refusal on medium hard (R3) basalt was encountered with a medium sized excavator at a depth of 6.5 feet in test pit TP-21.

Soil Moisture and Groundwater

On November 5 through 7, 2013, soils encountered in test pits were moist to wet. Static groundwater was encountered in test pit TP-1 at a depth of 2 feet. Groundwater seepage was encountered in test pits TP-3, TP-4, TP-6, TP-8, TP-11through TP-13, TP-15 through TP-17, TP-22, and TP-24 at depths of 2 to 8.5 feet. Discharge was visually estimated at less than 1 to 5 gallons per minute. Experience has shown that temporary perched storm-related groundwater conditions often occur within the surface soils over fine-grained native deposits such as those beneath the site, particularly during the wet season. It is anticipated that groundwater conditions will vary depending on the season, local subsurface conditions, changes in site utilization, and other factors.

INFILTRATION TESTING

Soil infiltration testing was performed using the pushed pipe infiltration method in test pits TP-1 through TP-3, and TP-19. The soil was pre-saturated for a period of over 3 hours. The water level was measured to the nearest tenth of an inch every half hour with reference to the ground surface. Table 2 presents the results of our falling head infiltration testing and moisture content.

Table 2. Summary of Infiltration Test Results

Test Pit	Depth (feet)	Soil Type (USCS / AASHTO)	Infiltration Rate (in/hr)	Hydraulic Head Range (inches)	Moisture Content
TP-1	4	Sandy SILT (ML / A-4 to A-7)	0	9-21	32.9%
TP-2	3	Sandy SILT (ML / A-4 to A-7)	3.9	4-15	26.8%
TP-3	4	Silty SAND (SM / A-2)	0.25	12-14	32.8%
TP-19	4	Sandy SILT (ML / A-4 to A-7)	0.6	11-13	24.1%

SLOPE STABILITY

For the purpose of providing a planning level study of slope stability hazards at the study site, GeoPacific performed a reconnaissance evaluation of slope geomorphology and evaluated near surface soil conditions encountered in backhoe test pits. This evaluation also included review of selected geologic literature pertaining to the site vicinity, review of the site topographic survey, and reconnaissance traverses of the site.

Regional Slope Stability Mapping

Regional slope stability mapping of Clark County, Washington published by the Washington Department of Natural Resources Division of Geology identifies an area of potential instability on the southwest side of Green Mountain (Fiksdal, 1975). This area roughly correlates with the near vertical rock exposures at the base of Green Mountain. No mapped landslides are indicated on more recent geologic mapping of the study area conducted by Evarts (2006).

Preliminary Slope Instability Hazard Zones

Based on the data review, field reconnaissance and site exploration, GeoPacific developed a slope instability hazard map of the study site (Figure 3). For preliminary land use planning purposes, we have divided the site into four general slope instability hazard zones as shown on Figure 3. Each of the zone areas are discussed below:

Zone 1: Areas of the site where the slope instability hazard is considered to be low are designated as Zone 1. Zone 1 includes areas where slopes are gently to moderately sloping and do not appear to have experienced prior slope instability. Zone 1 areas include the majority of the golf course area and the gently sloping area in the northern portion of the site.

Zone 2: Areas of the site where the slope instability hazard is considered to be moderate are designated as Zone 2. These include areas where slopes are moderately steep. Zone 2 areas are considered to be generally stable due the presence of underlying competent bedrock but may be subject to localized shallow seated slope movement of overlying colluvial soils. For preliminary planning purposes, Zone 2 areas may be considered generally suitable for development provided that adequate geotechnical evaluation and construction monitoring are performed. Localized mitigating measures may be necessary for development.

Zone 3: Areas of the site where the slope instability hazard is considered to be moderate due primarily to rockfall run-out hazard are designated as Zone 3. These include areas immediately downslope of the near vertical exposed basalt bedrock. Several large basalt boulders were observed in Zone 3. We anticipate that proposed development will most likely be set back from steep slopes within Zone 4. Development within Zone 3 may be geotechnically feasible based on the results of further geotechnical studies and analysis.

Zone 4: Zone 4 areas include the near-vertical exposed bedrock faces along the southwestern portion of Green Mountain where slope instability hazard is considered to be high due primarily to steep slopes and rockfall hazard. Zone 4 roughly correlates with the area of instability identified by Fiksdal (1975). The preliminary conceptual master plan for the development indicates the majority of Zone 4 will remain as Park and Open Space areas.

PRELIMINARY CONCLUSIONS AND RECOMMENDATIONS

The results of this preliminary slope stability hazard study indicate that large portions of the study site have a low susceptibility to slope instability hazards and are sufficiently stable for development. Other portions of the study site are characterized by moderate to high slope instability hazards. For preliminary planning purposes, we have divided the site into four general slope instability hazard zones as shown on Figure 3. These zone designations are preliminary assessments based on limited information and are intended to provide geotechnical guidance for development layout and planning. As specified in this report, supplemental geotechnical studies are recommended on selected portions of the site depending on the intended land use and actual development layout (see the Preliminary Slope Instability Hazard Zones Section). The scope of further investigation will depend on the actual proposed grading and utility plans and will most likely be phased in conjunction with phased construction of the development.

Green Mountain
Project No. 13-3186

UNCERTAINTIES AND LIMITATIONS

We have prepared this report for the owner and their consultants for use in design of this project only. This report should be provided in its entirety to prospective contractors for bidding and estimating purposes; however, the conclusions and interpretations presented in this report should not be construed as a warranty of the subsurface conditions. Experience has shown that soil and groundwater conditions can vary significantly over small distances. Inconsistent conditions can occur between explorations that may not be detected by a geotechnical study. If, during future site operations, subsurface conditions are encountered which vary appreciably from those described herein, GeoPacific should be notified for review of the recommendations of this report, and revision of such if necessary.

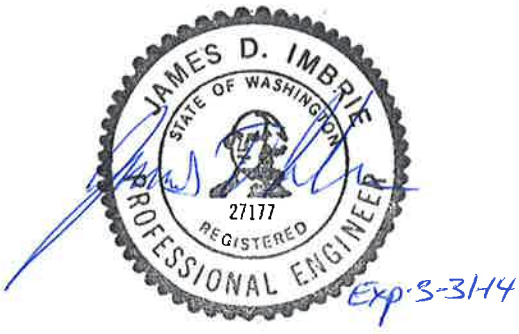
Sufficient geotechnical monitoring, testing and consultation should be provided during construction to confirm that the conditions encountered are consistent with those indicated by explorations. The checklist attached to this report outlines recommended geotechnical observations and testing for the project. Recommendations for design changes will be provided should conditions revealed during construction differ from those anticipated, and to verify that the geotechnical aspects of construction comply with the contract plans and specifications.

Within the limitations of scope, schedule and budget, GeoPacific attempted to execute these services in accordance with generally accepted professional principles and practices in the fields of geotechnical engineering and engineering geology at the time the report was prepared. No warranty, expressed or implied, is made. The scope of our work did not include environmental assessments or evaluations regarding the presence or absence of wetlands or hazardous or toxic substances in the soil, surface water, or groundwater at this site.

We appreciate this opportunity to be of service.

Sincerely,

GEOPACIFIC ENGINEERING, INC.



Beth K. Rapp, R.G.
Senior Geologist

James D. Imbrie, P.E.
Principal Geotechnical Engineer

Attachments: References
Figure 1 – Vicinity Map
Figure 2 – Site and Exploration Plan
Figure 3 – Site and Relative Slope Instability Hazard Zones
Test Pit Logs (TP-1 through TP-25)

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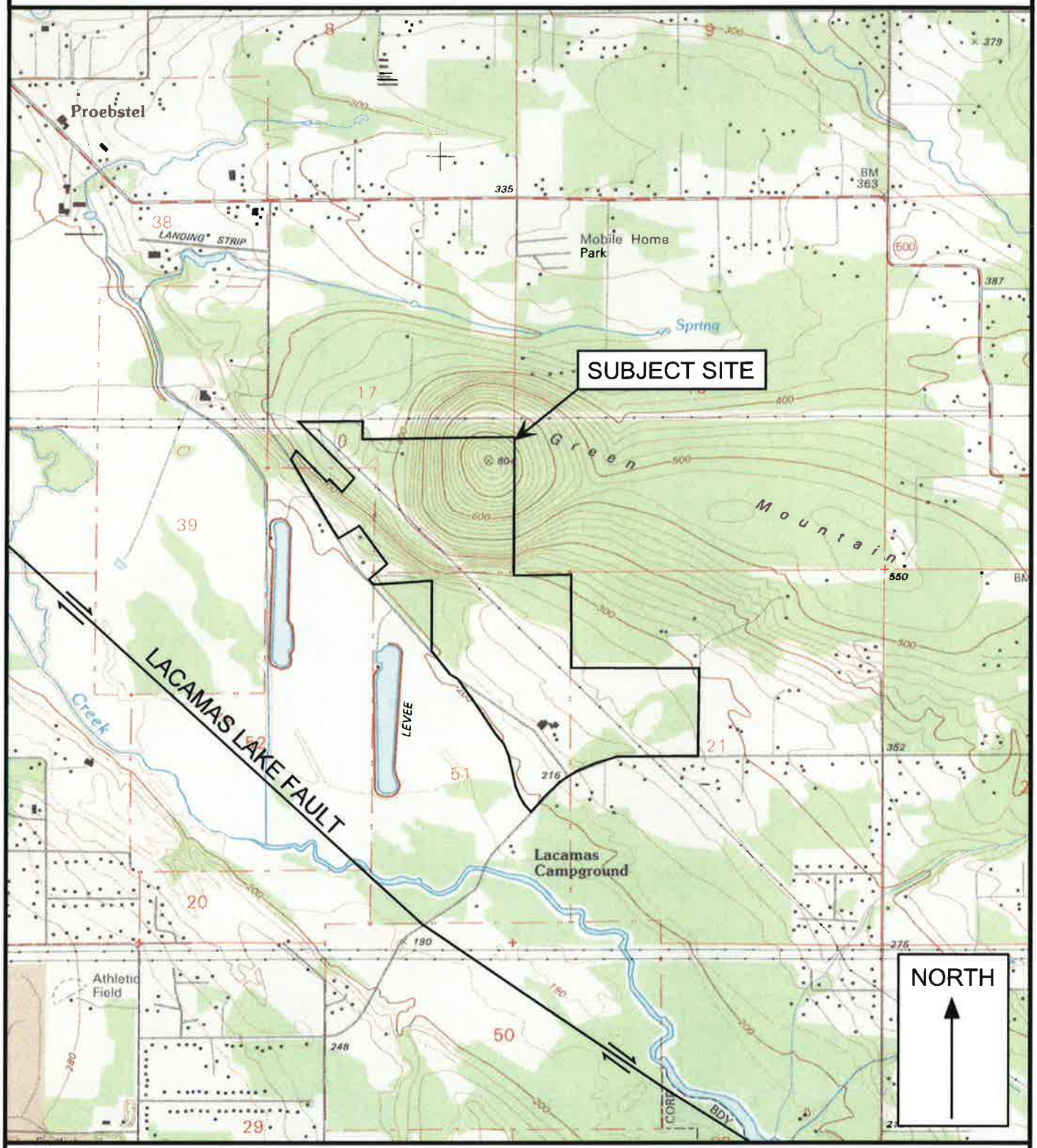
VICINITY MAP



Legend

Approximate Scale 1 in = 2,000 ft

Date: 1/7/2014
Drawn by: EKR

Base map: U.S. Geological Survey 7.5 minute Topographic Map Series, Lacamas Creek, Washington Quadrangle, 1990.

Project: Green Mountain Camas, Washington	Project No. 13-3186	FIGURE 1

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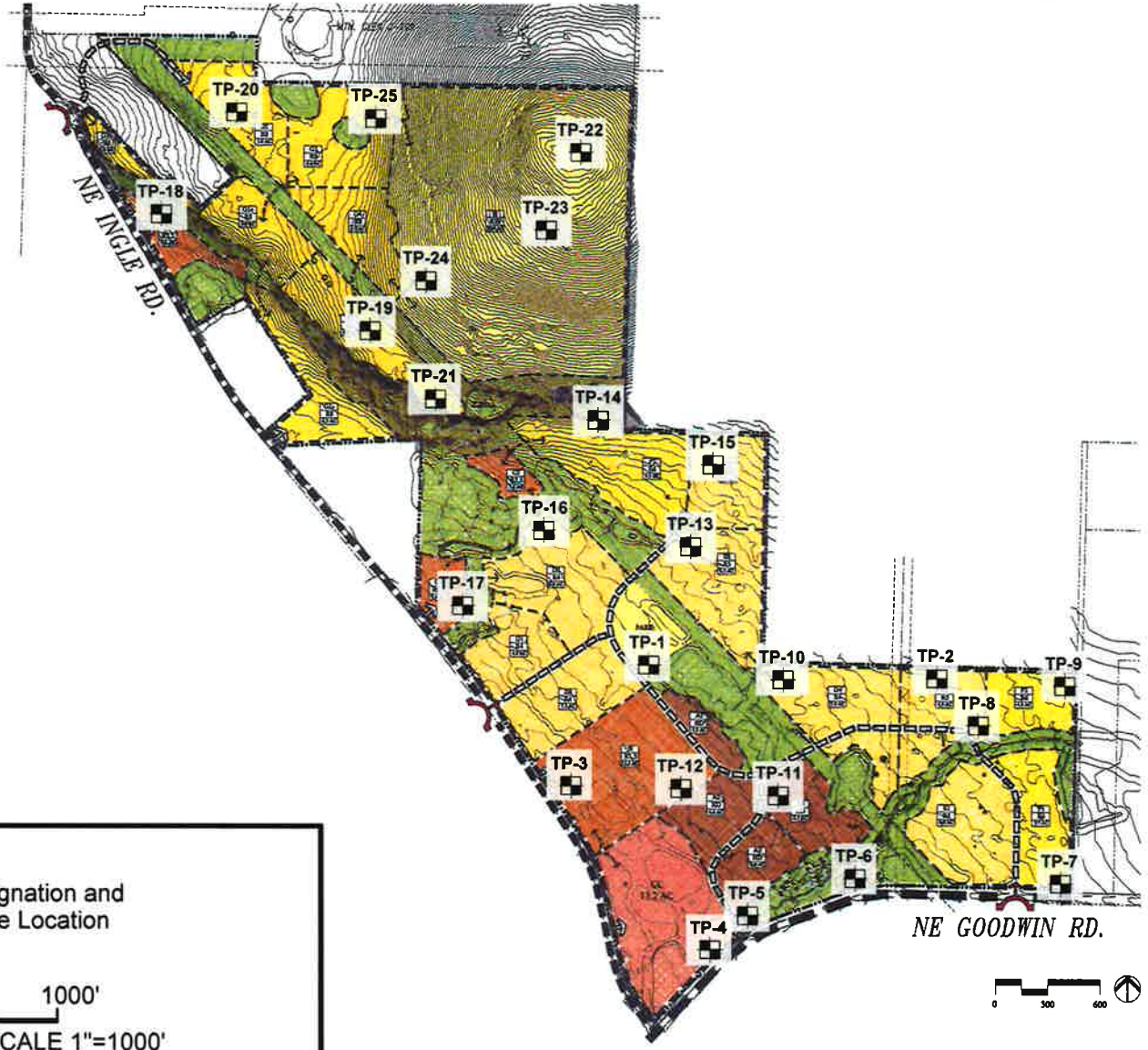
SITE PLAN AND EXPLORATION LOCATIONS



Legend

TP-1 Test Pit Designation and Approximate Location

0 1000'

APPROXIMATE SCALE 1"=1000'

North

Project: Green Mountain Camas, Washington	Project No. 13-3186	Date: 1/8/2014 Drawn by: EKR	FIGURE 2

Exhibit 29 SUB25-1007

GeoPacific Engineering, Inc.
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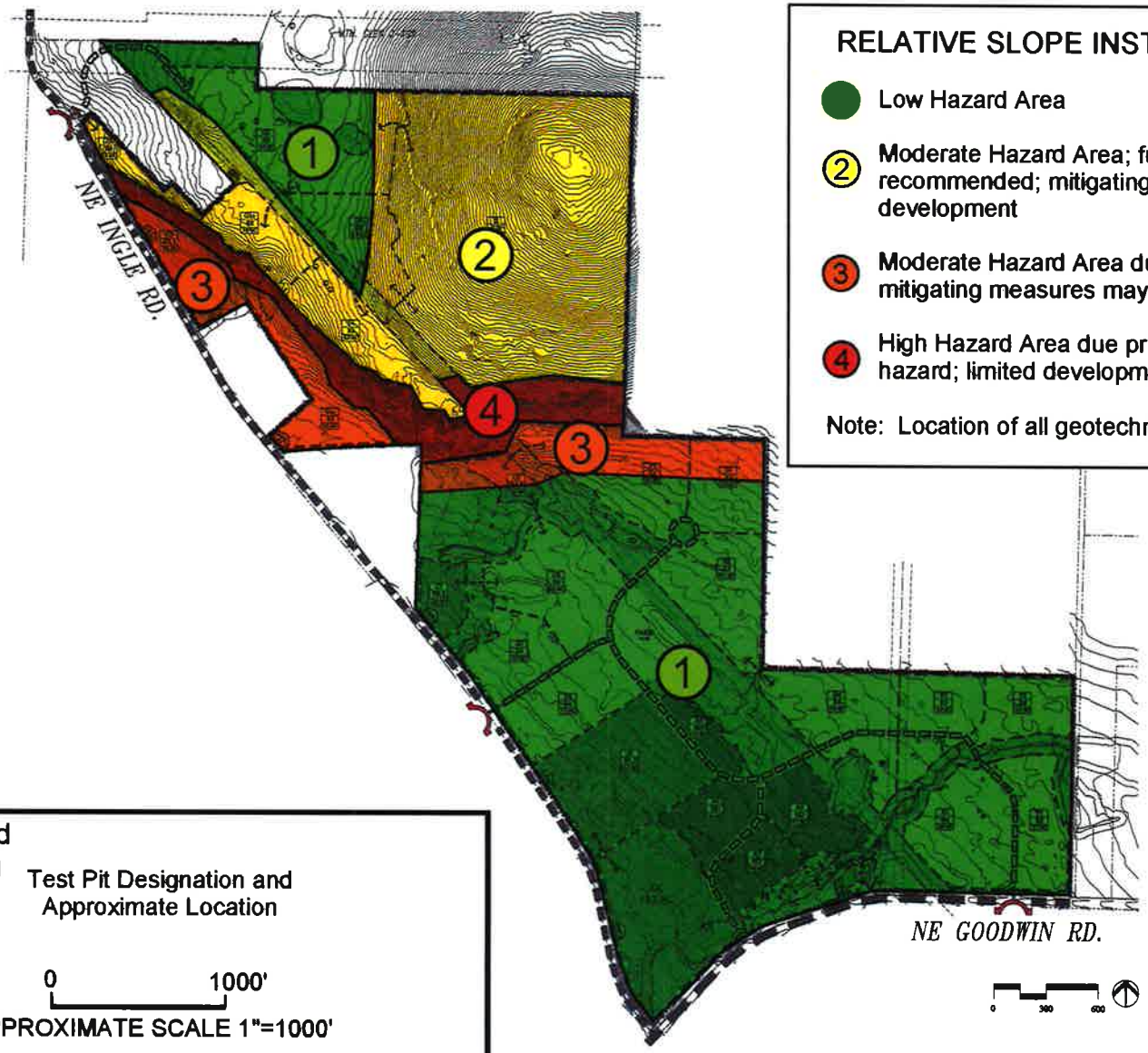
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

SITE PLAN AND RELATIVE SLOPE INSTABILITY HAZARD ZONES



RELATIVE SLOPE INSTABILITY HAZARD ZONES

- Low Hazard Area
- (2) Moderate Hazard Area; further slope stability study recommended; mitigating measures may be necessary for development
- (3) Moderate Hazard Area due primarily to rockfall hazard; mitigating measures may be necessary for development
- (4) High Hazard Area due primarily to steep slopes and rockfall hazard; limited development may be feasible

Note: Location of all geotechnical information is approximate.

Legend

TP-1 Test Pit Designation and Approximate Location

0 1000'

APPROXIMATE SCALE 1"=1000'

North

Project: Green Mountain Camas, Washington	Project No. 13-3186	Date: 1/7/2014 Drawn by: EKR	FIGURE 3

Exhibit 29 SUB25-1007

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TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP- 1**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	0.5					Moderately organic, sandy SILT (OL-ML), dark brown, roots throughout, loose, moist (Topsoil)
2	1.0					Medium stiff, sandy SILT (ML), brown, micaceous, strong orange and gray mottling, moist to wet (Fine Grained Catastrophic Flood Deposits)
3	1.0					
4	0.5					Test Pit Terminated at 4 Feet for Infiltration Testing.
5						
6						Note: Groundwater seepage encountered at 3 feet. Discharge visually estimated at less than 1 gallon per minute. Static groundwater at 2 Feet at Completion of Infiltration Testing.
7						
8						
9						
10						
11						
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
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Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-2**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	2.5					Stiff to very stiff, sandy SILT (ML), trace subrounded gravel, brown, trace roots throughout, 6 inch topsoil developed at surface, strong orange and gray mottling, trace black staining, moist (Fill)
2	2.0					
3	1.0					Stiff to very stiff, sandy SILT (ML), trace clay, brown, micaceous, strong orange and gray mottling, moist (Fine Grained Catastrophic Flood Deposits)
4						
5						
6						
7						Very stiff, clayey SILT (ML) to silty CLAY (CL), with sand, trace subrounded gravel, gray, black staining, strong orange and gray mottling, moist (Conglomerate)
8						
9						Test Pit Terminated at 8.5 Feet.
10						Note: No seepage or groundwater encountered.
11						
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

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TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-3**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	1.0					Highly organic, SILT (OL-ML), dark brown, fine roots throughout, loose, moist (Topsoil)
2	1.5					
3	4.0					Medium dense, silty SAND (SM) to medium stiff to very stiff, sandy SILT (ML), light brown, micaceous, subtle orange and gray mottling, trace black staining, moist (Fine Grained Catastrophic Flood Deposits)
4	4.5					
5						
6						
7						Dense, subrounded GRAVEL (GM), trace clayey silt matrix, trace sand, brown to gray, trace black staining, strong orange and gray mottling, moist (Conglomerate)
8						
9						Test Pit Terminated at 9 Feet.
10						
11						Note: Groundwater seepage encountered at 6.5 to 8.5 feet. Discharge visually estimated at 2 gallons per minute.
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

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TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-4**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	1.5					Stiff, sandy SILT (ML), trace gravel, light brown, trace roots throughout, 6 inch topsoil developed at surface, strong orange and gray mottling, trace black staining, moist to wet (Fill)
						Moderately organic, sandy SILT (ML), trace gravel, brown, moist (Buried Topsoil)
2	2.0					Very stiff, sandy SILT (ML) to silty SAND (SM), light brown, black staining, strong orange and gray mottling, sand is medium to coarse grained, moist to wet (Fine Grained Catastrophic Flood Deposits)
3	2.0					
4	3.0					
5						Very dense, subrounded GRAVEL (GM), with sandy silt, light brown to gray, black staining, partially cemented, strong orange and gray mottling, moist (Conglomerate)
6						
7						
8						
9						Test Pit Terminated at 8 Feet.
10						Note: Groundwater seepage encountered at 3 to 4 feet. Discharge visually estimated at 5 gallons per minute.
11						
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

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TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-5**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	1.0					Medium stiff to stiff, sandy SILT (ML), trace subrounded gravel, brown, trace roots throughout, thin topsoil developed at surface, strong orange and gray mottling, moist (Fill)
2	2.5					Highly organic, sandy SILT (ML), dark brown, roots throughout, moist (Buried Topsoil)
3	4.5					
4	4.5					Very dense, subrounded to subangular GRAVEL (GM), with sandy silt, light brown to gray, black staining, partially cemented, strong orange and gray mottling, damp to moist (Conglomerate)
5						
6						
7						
8						Test Pit Terminated at 7.5 Feet.
9						Note: No seepage or groundwater encountered.
10						
11						
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

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TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-6**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	1.0					Highly organic, SILT (OL-ML), dark brown, fine roots throughout, loose, moist (Topsoil)
2	2.0					
3	3.5				~	Medium stiff to very stiff, sandy SILT (ML), light brown, micaceous, trace roots, strong orange and gray mottling, trace black staining, moist (Fine Grained Catastrophic Flood Deposits)
4	2.0					
5						
6						
7						Dense, subrounded GRAVEL (GM), trace sandy silt matrix, brown to gray, trace black staining, strong orange and gray mottling, moist (Conglomerate)
8						
9						Test Pit Terminated at 9 Feet.
10						Note: Groundwater seepage encountered at 3.5 feet. Discharge visually estimated at less than 1 gallon per minute.
11						
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

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TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-7**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	4.0					Highly organic, SILT (OL-ML), trace sand, dark brown, fine roots throughout, loose, moist (Topsoil)
2	2.5					
3	3.0					Dense, subrounded GRAVEL (GM), trace clayey silt matrix, trace sand, brown to gray, trace black staining, strong orange and gray mottling, moist (Conglomerate)
4	3.0					
5						
6						
7						
8						
9						Test Pit Terminated at 9 Feet.
10						Note: No seepage or groundwater encountered.
11						
12						

LEGEND

Bag Sample (100 to 1,000 g) | Bucket Sample (5 Gal. Bucket) | Shelby Tube Sample | Seepage | Water Bearing Zone | Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

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TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-8**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	3.5					Moderately organic, SILT (OL-ML), brown, trace fill, fine roots throughout, loose, moist (Topsoil)
2	3.0					Stiff to very stiff, sandy SILT (ML), light brown, micaceous, strong orange and gray mottling, trace black staining, moist (Fine Grained Catastrophic Flood Deposits)
3	4.5					
4	3.5					Dense, subrounded GRAVEL (GM), trace sandy silt matrix, light brown to gray, trace black staining, strong orange and gray mottling, micaceous, moist (Conglomerate)
5						
6						
7						
8						
9						
10						Test Pit Terminated at 9.5 Feet.
11						Note: Groundwater seepage encountered at 7.5 feet. Discharge visually estimated at 3 gallons per minute.
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

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Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-9**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	3.0					Highly organic, SILT (OL-ML), dark brown, fine roots throughout, loose, moist (Topsoil)
2	2.0					
3	2.5					Stiff to very stiff, sandy SILT (ML), with clay, light brown to gray, micaceous, trace roots, strong orange and gray mottling, trace black staining, moist (Fine Grained Catastrophic Flood Deposits)
4	2.5					
5						
6						
7						
8						
9						Test Pit Terminated at 9 Feet.
10						Note: No seepage or groundwater encountered.
11						
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

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TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-10**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	2.0					Moderately organic, SILT (OL-ML), dark brown, fine roots throughout, loose, moist (Topsoil)
2	2.0					Stiff to very stiff, sandy SILT (ML), trace clay, light brown, micaceous, strong orange and gray mottling, trace black staining, moist (Fine Grained Catastrophic Flood Deposits)
3	1.5					
4	3.5					
5						Dense, subrounded GRAVEL (GM), trace sandy silt matrix, light brown to gray, trace black staining, strong orange and gray mottling, micaceous, moist (Conglomerate)
6						
7						Test Pit Terminated at 6 Feet.
8						Note: No seepage or groundwater encountered.
9						
10						
11						
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

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TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-11**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
0						Moderately organic, SILT (OL-ML), brown, trace gravel fill, fine roots throughout, loose, moist (Topsoil)
1	4.0					
2	1.5					Stiff to very stiff, sandy SILT (ML), light brown, micaceous, strong orange and gray mottling, trace black staining, moist (Fine Grained Catastrophic Flood Deposits)
3	3.0					
4	2.5					
5						Medium dense, silty SAND (SM) to stiff, sandy SILT (ML), gray, micaceous, sand is fine to coarse grained, strong orange and gray mottling, trace black staining, moist to wet (Fine Grained Catastrophic Flood Deposits)
6						
7						
8						
9						Dense, subrounded GRAVEL (GM), trace clayey silt matrix, trace sand, light brown to gray, trace black staining, strong orange and gray mottling, micaceous, moist (Conglomerate)
10						Test Pit Terminated at 10 Feet.
11						Note: Groundwater seepage encountered at 2.5 to 4.5 feet. Discharge visually estimated at 2 gallons per minute.
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
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TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-12**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	4.5					Medium stiff, sandy SILT (ML) and medium dense, silty SAND (SM), brown to gray, trace roots throughout, strong orange and gray mottling, moist (Fill)
2	4.0					Moderately organic, sandy SILT (ML), dark brown, roots throughout, moist (Buried Topsoil)
3						
4					~	Very dense, subrounded GRAVEL (GM), with clayey silt, with coarse grained sand, light brown to gray, black staining, strong orange and gray mottling, damp to moist (Conglomerate)
5						
6						
7						
8						Practical Refusal on Very Dense Boulders at 6.25 Feet.
9						Note: Groundwater seepage encountered at 4 feet. Discharge visually estimated at 1 gallon per minute.
10						
11						
12						

LEGEND

Bag Sample (100 to 1,000 g) | Bucket Sample (5 Gal. Bucket) | Shelby Tube Sample | Seepage | Water Bearing Zone | Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

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TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-13**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1						Moderately organic, SILT (OL-ML), brown, fine roots throughout, loose, moist (Topsoil)
2	1.5					Medium stiff to very stiff, sandy SILT (ML), trace clay, light brown, micaceous, strong orange and gray mottling, trace black staining, moist (Fine Grained Catastrophic Flood Deposits)
3	3.0					
4						
5						Dense, subrounded GRAVEL (GM), trace sandy silt matrix, trace clay, light brown to gray, trace black staining, well graded, strong orange and gray mottling, micaceous, moist (Conglomerate)
6						
7						
8						
9						Test Pit Terminated at 9 Feet.
10						Note: Groundwater seepage encountered at 8 feet. Discharge visually estimated at 1 gallon per minute.
11						
12						

LEGEND

Bag Sample (100 to 1,000 g) | Bucket Sample (5 Gal. Bucket) | Shelby Tube Sample | Seepage | Water Bearing Zone | Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-14**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1						Highly organic, SILT (OL-ML), with basalt fragments, dark brown, fine roots throughout, loose, moist (Topsoil)
2	3.0					Stiff to very stiff, silty CLAY (CL) to clayey SILT (ML), with gray weathered basalt, light reddish-brown, trace fine roots throughout, black staining, moist (Residual Soil)
3						
4						
5						Very soft to medium hard (R1-R3), weathered BASALT, trace matrix of reddish-brown silty clay to clayey silt, gray, black staining, moist (Basalt of Green Mountain)
6						
7						
8						
9						
10						Test Pit Terminated at 10 Feet.
11						Note: No seepage or groundwater encountered.
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-15**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	1.5					Moderately organic, SILT (OL-ML), with basalt fragments, dark brown, fine roots throughout, loose, moist (Topsoil)
2	3.5				~	Stiff to very stiff, silty CLAY (CL) to clayey SILT (ML), with gray weathered basalt, light reddish-brown, trace fine roots throughout, strong orange and gray mottling, black staining, moist (Colluvial Soil)
3						
4						
5						Medium dense, silty SAND (SM) with interbeds of stiff, sandy SILT (ML), light brown, micaceous, sand is fine to medium grained, strong orange and gray mottling, trace black staining, moist (Troutdale Formation)
6						
7						
8						
9						
10						
11						Test Pit Terminated at 10.5 Feet.
12						Note: Groundwater seepage encountered at 2 feet. Discharge visually estimated at 1 gallon per minute.

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-16**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	0.5					Moderately organic, SILT (OL-ML), dark brown, fine roots throughout, loose, moist (Topsoil)
2	2.0					
3	3.5					Medium dense, silty SAND (SM) with interbeds of stiff, sandy SILT (ML), light brown to gray, micaceous, sand is coarse to medium grained, strong orange and gray mottling, trace black staining, moist to wet (Troutdale Formation)
4	2.0					
5						
6						
7						
8						
9						Test Pit Terminated at 9 Feet.
10						
11						Note: Groundwater seepage encountered at 3.5 to 6.5 feet. Discharge visually estimated at 2 gallons per minute.
12						

LEGEND

Bag Sample (100 to 1,000 g) | Bucket Sample (5 Gal. Bucket) | Shelby Tube Sample | Seepage | Water Bearing Zone | Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-17**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	1.0					Moderately organic, SILT (OL-ML), brown, fine roots throughout, loose, moist (Topsoil)
2	1.0					Medium stiff to very stiff, sandy SILT (ML), with clay, light brown, micaceous, strong orange and gray mottling, trace roots, trace black staining, moist (Fine Grained Catastrophic Flood Deposits)
3	4.0				~	
4	1.5					
5						Dense to very dense, subrounded GRAVEL (GM), trace sandy silt matrix, trace clay, light brown to gray, trace black staining, partially cemented, strong orange and gray mottling, micaceous, moist (Conglomerate)
6						
7						
8						
9						
10						Test Pit Terminated at 9.5 Feet.
11						Note: Groundwater seepage encountered at 3.5 feet. Discharge visually estimated at less than 1 gallon per minute.
12						

LEGEND

Bag Sample (100 to 1,000 g) | Bucket Sample (5 Gal. Bucket) | Shelby Tube Sample | Seepage | Water Bearing Zone | Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-18**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	0.5					Medium stiff, clayey SILT (ML), trace basalt, trace sand, light brown, thin topsoil at surface, trace roots throughout, strong orange and gray mottling, moist (Fill)
2	0.5					
3	3.0					Moderately organic, sandy SILT (ML), with basalt fragments, dark brown to gray, roots throughout, moist (Buried Topsoil)
4	4.0					Stiff to very stiff, sandy SILT (ML) and moderately weathered basalt, light brown, trace fine roots throughout, strong orange and gray mottling, black staining, moist (Colluvial Soil)
5						
6						
7						
8						
9						
10						
11						
12						Test Pit Terminated at 11.5 Feet. Note: No seepage or groundwater encountered.

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-19**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	2.5					Highly organic, SILT (OL-ML), dark brown, fine roots throughout, loose, moist (Topsoil)
2	1.5					Stiff to dense, clayey SILT (ML) and BASALT fragments, light reddish-brown, rock content increases with depth, trace fine roots throughout, rock up to 36 inches in size, black staining, moist (Residual Soil)
3	2.5					
4	2.5					
5						
6						
7						Extremely soft to soft (R0-R2), weathered BASALT, trace matrix of reddish-brown silty clay to clayey silt, gray, black staining, moist (Basalt of Green Mountain)
8						
9						Test Pit Terminated at 9 Feet.
10						Note: No seepage or groundwater encountered.
11						
12						

LEGEND



Bag Sample | Bucket Sample | Shelby Tube Sample | Seepage | Water Bearing Zone | Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-20**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1						Highly organic, SILT (OL-ML), dark brown, fine roots throughout, loose, moist (Topsoil)
2						Stiff to dense, clayey SILT (ML) and BASALT fragments, light reddish-brown, rock content increases with depth, trace fine roots throughout, rock up to 36 inches in size, black staining, moist (Residual Soil)
3						
4						
5						
6						
7						
8						
9						Test Pit Terminated at 9 Feet.
10						Note: No seepage or groundwater encountered.
11						
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-21**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1						Highly organic, SILT (OL-ML), with basalt fragments, dark brown, fine roots throughout, loose, moist (Topsoil)
2	4.5					Stiff to dense, clayey SILT (ML) with weathered basalt fragments, light brown, trace fine roots throughout, black staining, moist (Residual Soil)
3	4.5					
4	4.5					
5						Soft (R2), weathered BASALT, trace matrix of reddish-brown silty clay to clayey silt, gray, black staining, moist (Basalt of Green Mountain)
6						
7						Practical Refusal on Medium Hard (R3) Basalt at 6.5 Feet.
8						Note: No seepage or groundwater encountered.
9						
10						
11						
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-22**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	2.0					Moderately organic, clayey SILT (OL-ML), with basalt fragments, dark brown, fine roots throughout, loose, moist (Topsoil)
2	1.5					Stiff, clayey SILT (ML) to silty CLAY (CL), with weathered basalt fragments, light reddish-brown, trace fine roots throughout, black staining, moist (Residual Soil)
3	1.5					
4	4.5					
5						Extremely soft to soft (R0-R2), weathered BASALT, trace matrix of reddish-brown silty clay to clayey silt, gray, black staining, moist (Basalt of Green Mountain)
6						
7						
8						Test Pit Terminated at 8 Feet.
9						
10						Note: Groundwater seepage encountered at 5 feet. Discharge visually estimated at less than 1 gallon per minute.
11						
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-23**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	0.5					Highly organic, SILT (OL-ML), with basalt fragments, dark brown, fine roots throughout, loose, moist (Topsoil)
2	2.0					Stiff to very stiff, clayey SILT (ML) to silty CLAY (CL), with weathered basalt fragments, light brown, trace fine roots throughout, black staining, moist (Residual Soil)
3	4.0					
4	2.0					
5						
6						
7						
8						
9						
10						
11						Test Pit Terminated at 11 Feet.
12						Note: No seepage or groundwater encountered.

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-24**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	2.0					Medium stiff, clayey SILT (ML) to silty CLAY (CL), light brown, thin topsoil at surface, trace roots throughout, strong orange and gray mottling, moist (Fill)
2	2.0					Moderately organic, sandy SILT (ML), with basalt fragments, dark brown to gray, roots throughout, moist (Buried Topsoil)
3	2.0					Stiff, clayey SILT (ML) to silty CLAY (CL), light brown, strong orange and gray mottling, trace fine roots throughout, black staining, moist (Residual Soil)
4	3.0					
5						
6						Stiff, clayey SILT (ML) to silty CLAY (CL), with weathered basalt fragments, light reddish-brown, trace fine roots throughout, black staining, moist (Residual Soil)
7						
8						
9						
10						Test Pit Terminated at 9.5 Feet.
11						Note: Groundwater seepage encountered at 3.5 feet. Discharge visually estimated at less than 1 gallon per minute.
12						

LEGEND



Bag Sample



Bucket Sample


Shelby Tube Sample


Seepage


Water Bearing Zone


Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

GeoPacific Engineering, Inc.
14835 SW 72nd Avenue
Portland, Oregon 97224
Tel: (503) 598-8445 Fax: (503) 941-9281

TEST PIT LOG

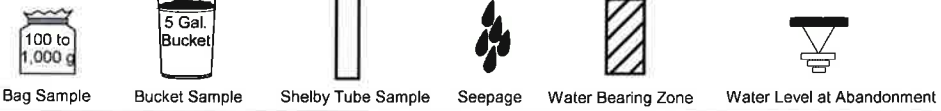
Project: Green Mountain
Camas, Washington

Project No. 13-3186

Test Pit No. **TP-25**

Depth (ft)	Pocket Penetrometer (tons/ft²)	Sample Type	In-Situ Dry Density (lb/ft³)	Moisture Content (%)	Water Bearing Zone	Material Description
1	1.0					Moderately organic, SILT (OL-ML), dark brown, fine roots throughout, loose, moist (Topsoil)
2	2.0					Stiff to very stiff, clayey SILT (ML) to silty CLAY (CL), light reddish-brown, trace fine roots, black staining, moist (Residual Soil)
3	4.0					
4	3.5					
5						
6						
7						
8						Stiff to very stiff, clayey SILT (ML) to silty CLAY (CL), with weathered basalt fragments, light reddish-brown, trace fine roots throughout, black staining, moist (Residual Soil)
9						
10						Test Pit Terminated at 10 Feet.
11						Note: No seepage or groundwater encountered.
12						

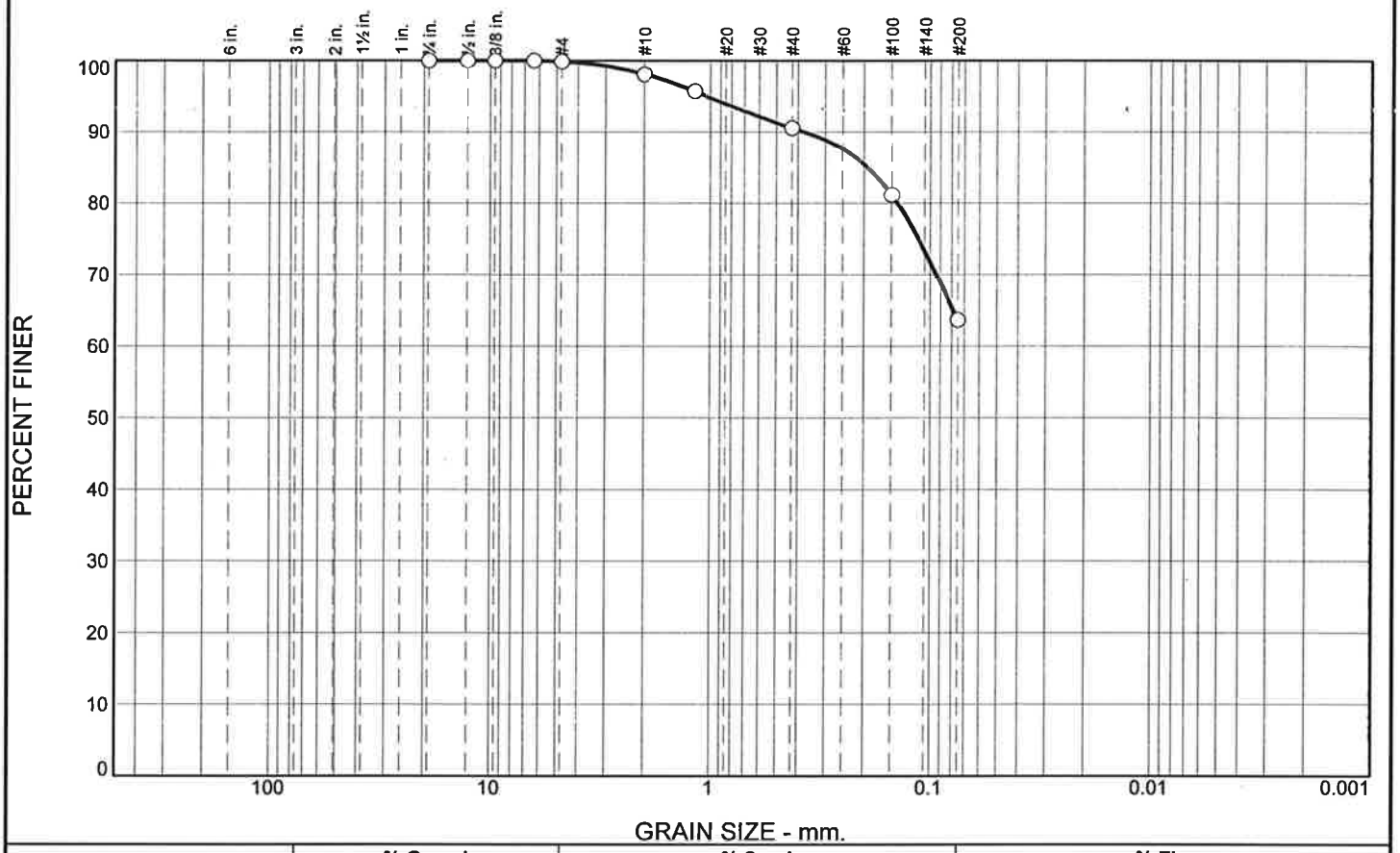
LEGEND



Bag Sample | Bucket Sample | Shelby Tube Sample | Seepage | Water Bearing Zone | Water Level at Abandonment

Date Excavated: 11/5-7/2013
Logged By: B. Rapp
Surface Elevation:

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.1	1.8	7.6	26.8	63.7	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3/4	100.0		
1/2	100.0		
3/8	100.0		
1/4	100.0		
#4	99.9		
#10	98.1		
#16	95.6		
#40	90.5		
#100	81.2		
#200	63.7		

* (no specification provided)

Material Description

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 0.3771 D_{85}= 0.1919 D_{60}=
D_{50}= D_{30}= D_{15}=
D_{10}= C_u= C_c=

Classification

USCS= AASHTO= A-4 to A-7

Remarks

32.9% Moisture

Sample Number: TP-1 **Depth:** 4'

Date: 11.5.2013

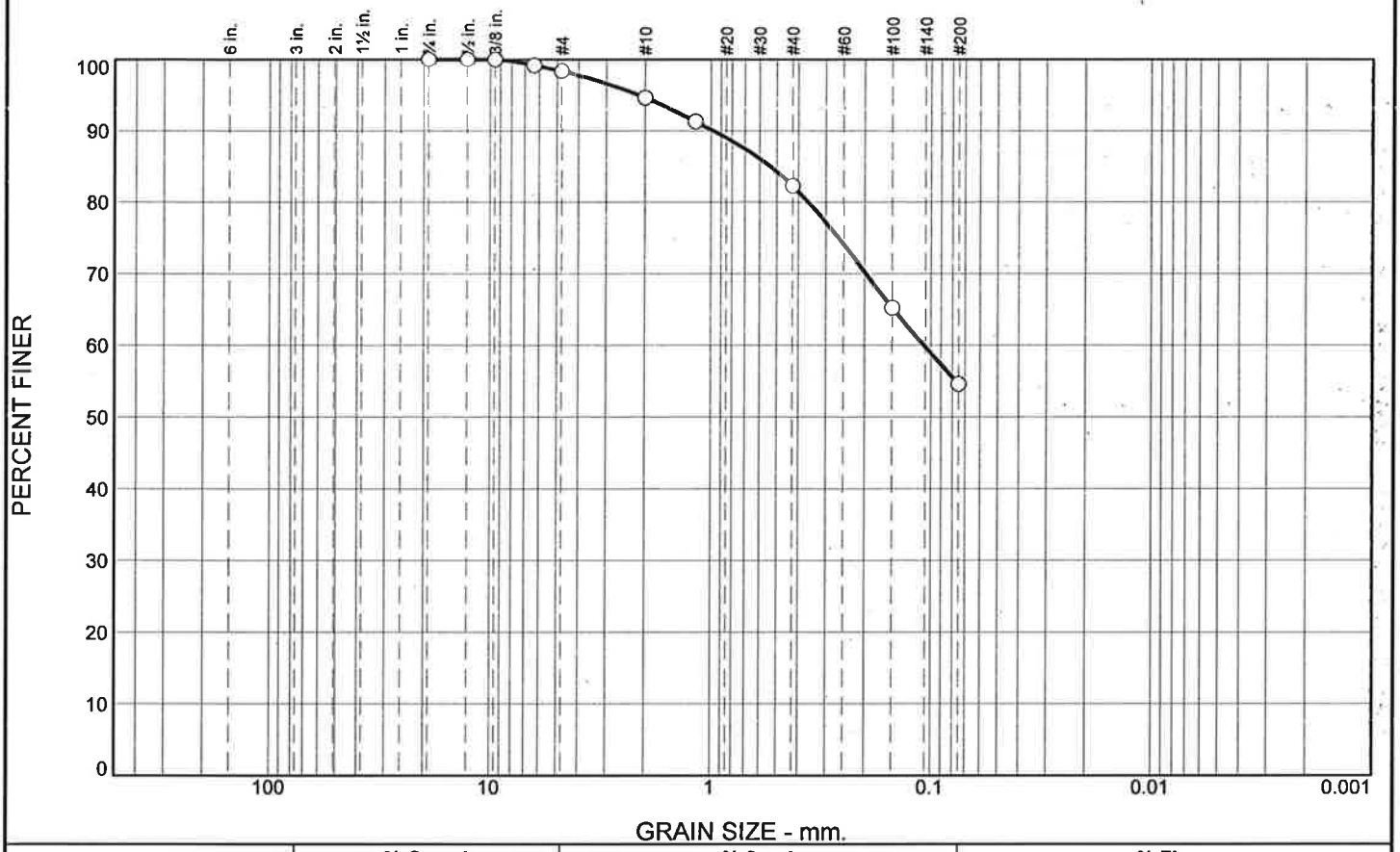
GEOPACIFIC ENGINEERING, INC.

Client: Metropolitan Land Group
Project: Green Mountain

Project No: 13-3186 **Figure**

Tested By: MTB

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	1.7	3.6	12.4	27.7	54.6	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3/4	100.0		
1/2	100.0		
3/8	100.0		
1/4	99.2		
#4	98.3		
#10	94.7		
#16	91.3		
#40	82.3		
#100	65.3		
#200	54.6		

* (no specification provided)

Material Description

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 0.9782 D_{85}= 0.5356 D_{60}= 0.1075
D_{50}= D_{30}= D_{15}=
D_{10}= C_u= C_c=

Classification

USCS= AASHTO= A-4 to A-7

Remarks

26.8% Moisture

Sample Number: TP-2 **Depth:** 3'

Date: 11.5.2013

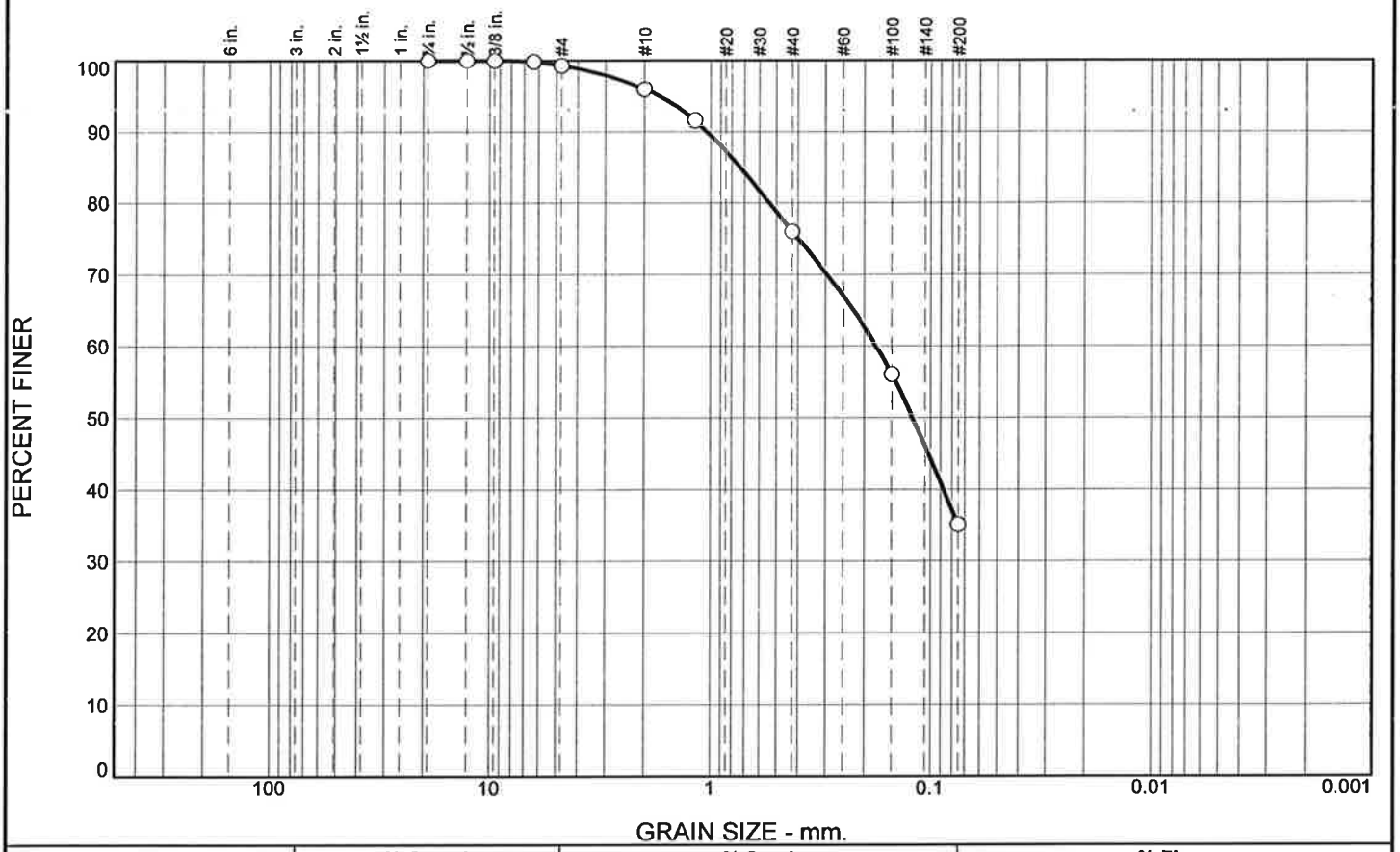
GEOPACIFIC ENGINEERING, INC.

Client: Metropolitan Land Group
Project: Green Mountain

Project No: 13-3186 **Figure**

Tested By: MTB

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	0.7	3.4	19.9	40.9	35.1	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3/4	100.0		
1/2	100.0		
3/8	100.0		
1/4	99.8		
#4	99.3		
#10	95.9		
#16	91.5		
#40	76.0		
#100	56.0		
#200	35.1		

* (no specification provided)

Material Description

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 1.0391 D_{85}= 0.7327 D_{60}= 0.1771
D_{50}= 0.1207 D_{30}= D_{15}=
D_{10}= C_u= C_c=

Classification

USCS= AASHTO= A-2

Remarks

32.8% Moisture

Sample Number: TP-3 **Depth:** 4'

Date: 11.5.2013

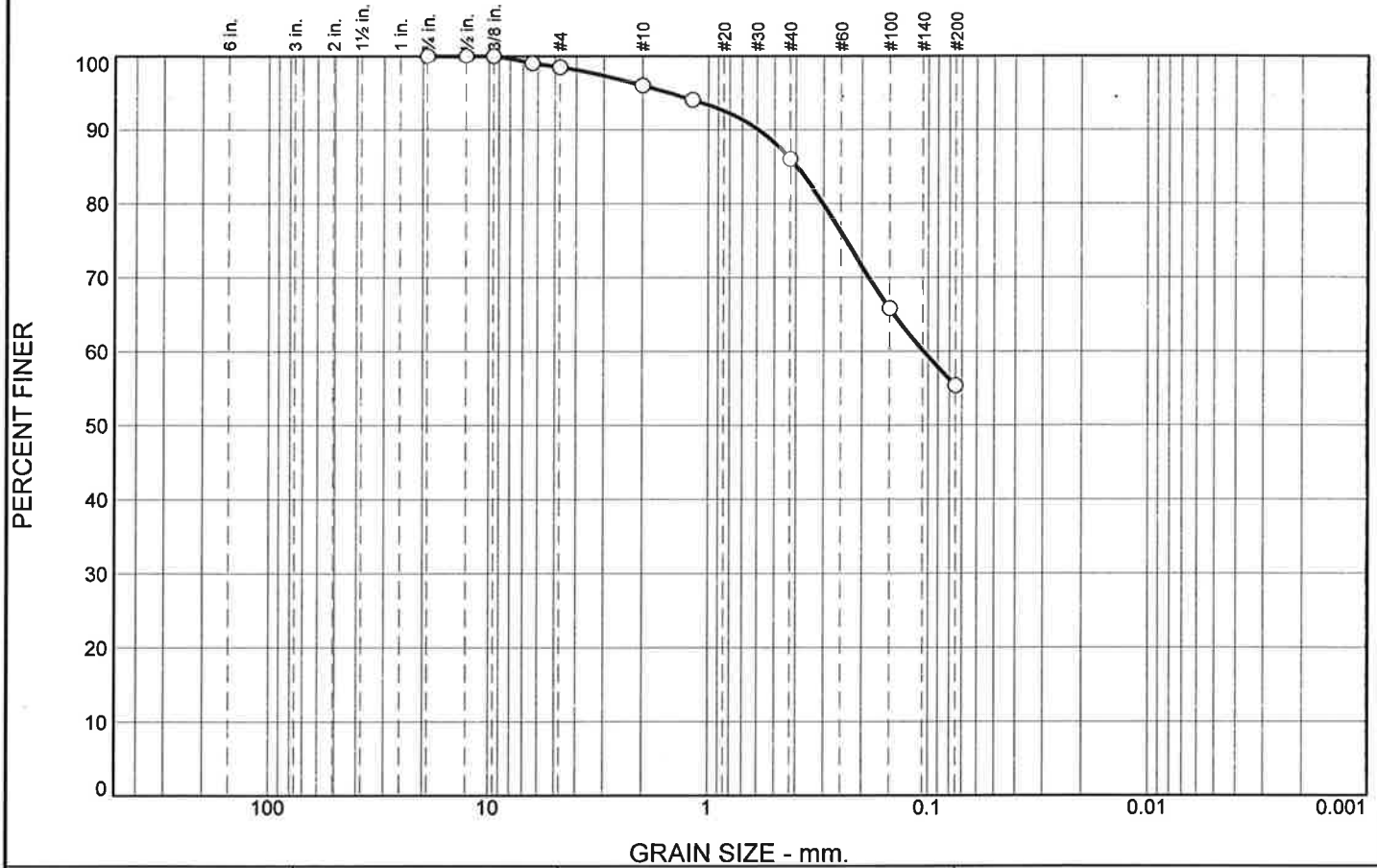
GEOPACIFIC ENGINEERING, INC.

Client: Metropolitan Land Group
Project: Green Mountain

Project No: 13-3186 **Figure**

Tested By: MTB

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	1.5	2.5	9.9	30.7	55.4	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3/4	100.0		
1/2	100.0		
3/8	100.0		
1/4	99.1		
#4	98.5		
#10	96.0		
#16	94.1		
#40	86.1		
#100	65.8		
#200	55.4		

* (no specification provided)

Material Description

Atterberg Limits

PL= LL= PI=

Coefficients

D_{90}= 0.5915 D_{85}= 0.3967 D_{60}= 0.1046
D_{50}= D_{30}= D_{15}=
D_{10}= C_u= C_c=

Classification

USCS= AASHTO= A-4 to A-7

Remarks

24.1% Moisture

Sample Number: TP-19 **Depth:** 4'

Date:

GEOPACIFIC ENGINEERING, INC.

Client: Metropolitan Land Group
Project: Green Mountain

Project No: 13-3186 **Figure**

State Environmental Policy Act
Determination of Non-Significance

CASE NO: SEPA14-21

APPLICANT: Green Mountain Land, LLC
17933 NW Evergreen Parkway, Suite 300
Beaverton, OR 97006

MAILED
To attached parties of Record on March 3, 2015 gc

CONTACT: Randy Printz
Landerhold Law Firm
805 Broadway, Suite 1000
PO Box 1086
Vancouver, WA 98666

REQUEST: The applicant is proposing a Planned Residential Development (PRD) on 282 acres for up to 1,300 dwelling units and including 8.8 acres of mixed use Commercial space.

LOCATION: The PRD is located on 9 lots totaling 282 approx. acres. Parcel numbers 171727-000, 172341-000, 171704-000, 172555-000, 172557-000, 172533-000, 172559-000, 172165-000 and 173178-000. The site is locted at the Northeast corner of the intersection of NE Goodwin Road and NE Ingle Road.

LEGAL DESCRIPTION: SW and SE ¼'s of Section 17, the NE and SE ¼'s of Section 20, and the NW and SW ¼'s of Section 21, Township 2 North, Range 3East of the Willamette Meridian, Clark County.

SEPA DETERMINATION: Determination of Non-Significance (DNS)

COMMENT DEADLINE: March 17th, 2015, 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).

Published in the Post Record on March 3, 2015 Legal publication No. 530020
Posted on bulletin boards at Camas City Hall, Camas Post Office, Camas Library and on the City's website.

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 **March 3rd, 2015**, 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 **March 17th, 2015**. Comments may be sent by email to communitydevelopment@cityofcamas.us.

SEPA Appeal Process:

An appeal of any aspect of this decision, including the SEPA determination and any required mitigation, must be filed with the Community Development Department within fourteen (14) calendar days from the date of the decision notice. The letter of appeal should contain the following information.

1. The case number designated by the City of Camas and the name of the applicant; and,
2. The name and signature of each person or group (petitioners) and a statement showing that each petitioner is entitled to file an appeal as described under Section 16.31.060 of the Camas Municipal Code. If multiple parties file a single petition for review, the petition shall designate one party as the contact representative with the City Planner. All contact with the City Planner regarding the petition, including notice, shall be with this contact person.

The appeal request and appropriate fee of **$330** must be submitted to the Community Development Department between 8:00 a.m., and 5:00 p.m., Monday through Friday, at the address listed below:

Appeal to the 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

March 3rd, 2015
Date of publication

State Environmental Policy Act
Determination of Non-Significance

CASE NO: SEPA 20-06 Green Mountain Urban Village Short Plat

APPLICANT: Terrell & Associates, LLC
17933 NW Evergreen Place, Suite 300
Beaverton, OR 97006

REQUEST: To subdivide approximately 35.40-acres into eight (8) lots that contain critical areas

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LOCATION: Project site is located at the northeast intersection of NE Ingle Road and NE Goodwin Road.

LEGAL DESCRIPTION: The project is located in the City of Camas in the West ½ of Section 21, Township 2 North, Range 3 East, of the Willamette Meridian; and described as parcels 986037656 and 17255900.

SEPA DETERMINATION: Determination of Non-Significance (DNS)

COMMENT DEADLINE: **August 20, 2020 at 5:00pm**

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:

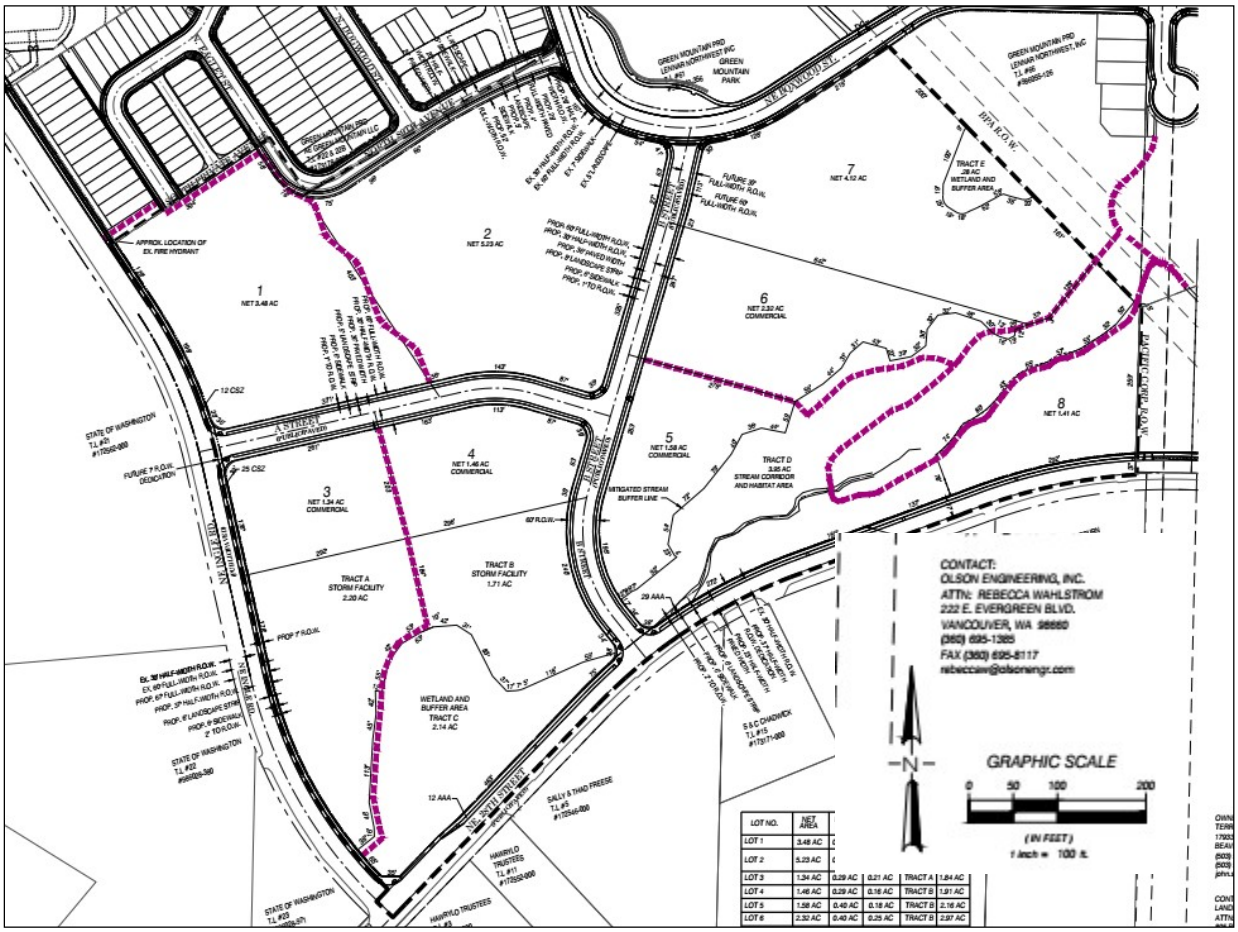
Publication date of this DNS is **August 6, 2020**, and is issued under WAC 197-11-340. The lead agency will not act on this proposal until the close of the 14-day comment period, which ends on **August 20, 2020**. Comments may be sent by email to communitydevelopment@cityofcamas.us or regular mail to:

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	**August 6, 2020** **Date of publication**

Green Mountain Urban Village Short Plat (SP20-02)



Published in the Post Record on August 6, 2020
Posted at Camas City Hall and on the City website

Legal publication no. 434100

STAFF REPORT AND DECISION

Green Mountain Urban Village Short Plat

File No. SP20-02 (Consolidated file nos. SEPA20-06, CA20-03, ARCH20-05)

Type II

PROPOSAL:	The applicant proposes to subdivide 35.40-acres into eight lots including two tracts for stormwater facilities and three tracts for critical area preservation.
LOCATION:	Northeast intersection of NE Ingle Road and NE 28th Street
APPLICANT/CONTACT:	Terrel & Associates, LLC 17933 NW Evergreen Place, Suite 300 Beaverton, OR 97006
DECISION DATE:	January 14, 2021

APPLICABLE LAW: A development agreement was recorded for this property January 6, 2015 and therefore this land use application submitted April 29, 2020 is vested to the land use regulations and development standards in effect on the effective date of the recorded development agreement to include the Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18, Zoning, specifically (but not limited to): Chapter 17.09 – Short Subdivisions, Chapter 17.19 - Design and Improvement Standards, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, and Chapter 18.55 Administrative Procedures unless otherwise provided for in the development agreement.

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SUMMARY

Application has been made to the City of Camas for preliminary short plat approval to subdivide Pods H, A1, A2, A3 and B5 (aka the "Urban Village") of the approved Green Mountain Mixed Use PRD Master Plan, totaling 35.40-acres. The preliminary short plat proposal would create eight lots including two stormwater facility tracts (Tracts A and B) and three tracts for critical area preservation (Tracts C, D and E). Proposed lots 1, 2, 7 and 8 are intended for future multi-family residential development and lots 3, 4,

5 and 6 are planned for future commercial development. The proposal includes the construction of trails, public access roads and stormwater detention facilities.

The Pods within the Urban Village are zoned Multi-Family Residential (MF-18 and 24) and Community Commercial (CC). Bordered to the north is Pod B1 of the Green Mountain Mixed Use PRD zoned Multi-Family Residential including North Boxwood Street. NE 28th Street and NE Ingle Road immediately boarder the Urban Village on its south and west sides. Immediately adjacent to the east is the BPA and Pacific Corp right of way easements. Proposed access to the site is from NE Ingle Road, NE 28th Street and North Boxwood Street.

The site is a relatively flat grassy field with remnants of ponds and sand pits from an old golf course. Trees, including Oregon White Oaks, and shrubs are located near the non-fish perennial stream at the southern end of the site. Two Category III wetlands are found at the southwest and east portions of the site. There is an existing stone house that was part of the old farmstead that will be removed as it is not eligible for the NRHP.

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

Comments contained as referenced herein will be attached as Exhibit A to this staff report.

FINDINGS

Title 16 Environment

STATE ENVIRONMENTAL POLICY ACT (SEPA20-06)	CMC CHAPTER 16.07

A SEPA checklist was submitted and a Determination of Non Significance (DNS) was issued August 6, 2020 as the project site contains environmentally sensitive areas per CMC 16.07.020.C. The comment period ended August 20, 2020. The City received SEPA comments from Clark County Public Works, Ecology and Department of Archaeology and Historic Preservation (DAHP).

> **FINDING:** Staff finds the SEPA DNS comments from those agencies will need to be complied with and conditioned as such.

ARCHAEOLOGICAL RESOURCE PRESERVATION (ARCH20-05)	CMC CHAPTER 16.31

A Cultural Resources Investigation Report was prepared for the initial Green Mountain Mixed Use PRD Master Plan in its entirety. Based on that report, further archaeological work was recommended within the Urban Village area. As such, an Archaeological Site Alteration & Excavation Permit including an Inadvertent Discovery Plan was submitted to the Department of Archaeology and Historic Preservation (DAHP) for review and approval. 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 if potential artifacts are discovered during the course of construction, work must immediately cease and both State Department of Archaeological and Historic Preservation and the City should be notified.

CMC Chapter 16.53 Wetlands

The Green Mountain PRD Master Plan site overall contains wetlands. A *Critical Areas Report* prepared by Ecological Land Services (ELS) dated March 18, 2020 identified two Category III low habitat functioning wetlands within the Urban Village area shown as Tract E (Wetland J) and Tract C (Wetland I) on the preliminary short plat. Wetland J (0.15-acres) at the northeastern portion of the site is to be adjacent to a high land use intensity (i.e. multi-family residential), where an 80-ft. buffer is required per CMC Table 16.53.040-1. Wetland I (1.78-acres) at the southwestern portion of the site will be adjacent to a moderate land use intensity (i.e. wet ponds), where a 60-ft. buffer is required per CMC Table 16.53.040-1. A portion of both wetlands I and J are functionally isolated due to the presence of gravel cart path per CMC 16.53.0410.B.4.b.i and therefore do not require a buffer along those portions of the wetlands.

ELS prepared a *Bank Use Plan* dated March 20, 2020 and *Supplemental Memo* dated August 19, 2020 addressing proposed impacts to the wetland buffers. The report indicated that the stormwater facility will be located within the regulated 60-ft. buffer of Wetland I and within 20-ft. of the wetland boundary. Further, the future residential development proposed for Lot 7 will be located within the regulated 80-ft. buffer of Wetland J and within 20-ft. of the wetland boundary. However, the applicant proposes to utilize the *Combined Reductions* buffers development standard in CMC 16.53.050.C.1.c, which allows for a reduced buffer up to 50-ft. wide for a Category III wetland if sections (C)(1)(a) *Lower Impact Uses* and (C)(1)(b) *Restoration* are added. Per the applicant, this places the stormwater facilities and future residential development in Lot 7 outside of the regulated buffer.

Staff finds the *Bank Use Plan* did not address how the wetland buffer activities in both wetlands comply with CMC Section 16.53.050(C)(1)(a) *Lower Impact Land Uses* (i and ii) and (b) *Restoration,* which is required in order to utilize the Combined Reduction buffers section of the code and therefore will be conditioned as such.

Per the applicant, the development indirectly impacts the wetland due to an insufficient buffer width, and therefore is proposed to be mitigated at a higher ratio than buffer impacts. Mitigation is provided through the purchase of credits at the Terrace Mitigation bank.

Sheet 4 of the *Bank Use Plan* shows a trail within the wetland buffer. However, the applicant clarified the trail will be located outside of the buffer alongside the stormwater security fence. Prior to engineering plan approval, staff finds the applicant should show the location of the trail in relation to the buffer and conditioned as such.

The Urban Village area also contains man-made ponds with a plastic lined bottom that was created as part of the former golf course and are considered artificial wetlands per CMC 16.53.010.C.2.b and therefore exempt from the provisions of CMC Chapter 16.53.

CMC Chapter 16.61 Fish and Wildlife Habitat Conservation Areas

Habitats of Local Importance

Within boundary of the Urban Village area, 342 trees were inventoried and 265 of those trees were identified for preservation as noted per the Tree Preservation Plan in the Development Agreement (DA) for the Green Mountain PRD Master Plan. The Tree Preservation Plan required that each development application of the Green Mountain PRD Master Plan demonstrate that the number of protected trees followed the Tree Preservation Plan. As such, a Tree Preservation Plan was submitted specifically for the Urban Village that noted the preservation of 247 trees, approximately 90 trees shy required for preservation within the boundaries of the Urban Village. However, the applicant's narrative indicated

that Phase 3 of the Green Mountain PRD preserved an excess of 1,200 trees. With that, staff finds that the total number of trees to be preserved within Green Mountain PRD Master Plan follows the DA.

In addition to the trees that will be preserved as discussed above, oak tree mitigation plantings are also proposed. ELS provided a supplemental *Critical Areas and Mitigation memo* dated August 2020 indicating the removal of 30 Oregon White Oaks for anticipated development within the Urban Village area. Mitigation is implemented through the *Oregon White Oak Advance Mitigation Plan* dated February 2016 and the *Addendum* dated November 2016 for the anticipated removal of 52 oak trees or 49,400 square feet of canopy area outside of Phase 1 of the PRD, which includes the Urban Village area. The plan essentially pre-mitigated any future impacts to the Oregon White Oaks located outside of Phase 1 with an oak canopy replacement at 2:1 and 3:1 ratios, which equated to approximately 122,032 square feet of canopy. The ELS memo indicates the advance oak mitigation areas were installed in March 2016 and is in the fourth year of monitoring. Staff found the proposed removal of the Oregon White Oaks in the Urban Village area are within the number of trees previously allotted for removal and appropriately mitigated for in the *Oregon White Oak Advance Mitigation Plan*.

Stream

The *Critical Areas Report* prepared by ELS dated March 2020 identified a non-fish bearing perennial stream (aka Stream A) along the southern portion of the Urban Village area shown as Tract D and as such provided a 50-ft. wide buffer consistent with CMC 16.61.040.D. The *Preliminary Stream & Stream Buffer Mitigation Plan* dated March 2020 describes the impacts to Stream A to include the widening of NE Goodwin Road, thereby relocating Stream A to the north, and a stream crossing via a public road that will access the Urban Village area from NE Goodwin Road. The plan describes the placement of the road crossing at a section of the stream corridor that is the least impactful to ecological functions.

Mitigation proposed includes in-water and streambed creation, as well as stream buffer creation and enhancement within the riparian corridor to improve ecological functions. The mitigation proposes buffer averaging by reducing the buffer up to 25-feet as allowed per CMC 16.61.040.D.2.b on the north side of Stream A while increasing the buffer on the south side of the Stream A, which connects to the existing oak habitat mitigation area for the creation of a more contiguous habitat corridor.

The *Preliminary Stream & Stream Buffer Mitigation Plan* did not address a section of the proposed trail that crosses Stream A and its associated buffer as required per CMC 16.61.040.E.5 (a-d). As such, staff finds a condition of approval is required that a final mitigation plan is submitted to the city for review and approval that also addresses any proposed trail impacts and mitigation for those trail impacts. Construction of new trails within critical area buffers should consist of pervious materials per CMC 16.61.040.E.5.d.

CMC Chapter 16.51 General Provisions for Critical Areas

Staff recommends that a condition of approval is necessary for the installation of temporary construction fencing prior to construction that clearly marks in the field the critical area buffers and fencing should remain throughout permitted construction activities. In addition, prior to final short plat approval, permanent signs and fencing should be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications should be submitted to the City for review and approval prior to installation.

Prior to final short plat approval, a conservation covenant should be recorded with the County to ensure long-term preservation of the critical areas and their associated buffers, including maintenance of any mitigation actions, per CMC 16.51.240 and conditioned as such. Further, a copy of the recorded conservation covenant document must be submitted to the City prior to final short plat approval.

The applicant will be required to post a mitigation bond in an amount deemed acceptable by the City to ensure the stream mitigation is fully functional per CMC 16.51.250.

> **FINDING:** Staff finds the preliminary short plat, as conditioned, can or will comply with the applicable provisions of CMC Title 16 Environment as discussed above.

Title 17 Land Development

SHORT SUBDIVISIONS (SP20-02) CMC CHAPTER 17.09

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

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

City of Camas Comprehensive Plan:
A portion of the Urban Village is designated as Multifamily High in the city's Comprehensive Plan, which includes the Multi-family Residential (MF-18 and 24) zone designations. Attached dwellings are permitted uses in the Multi-family District. In addition to multi-family housing, a portion of the Urban Village is zoned Community Commercial (CC), which is designated at Commercial in the city's Comprehensive Plan.

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

- LU Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- LU Policy 1.4: Ensure the park and recreation opportunities are distributed equitably throughout the City and work to achieve park and continuous trail corridors from Green Mountain to the Columbia River.
- LU Policy 2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation.
- LU Policy 3.1: Encourage a variety of housing typologies to support the overall density goal of six dwelling units per acre.
- LU Policy 3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- LU Policy 3.4: Camas residents are protective of the small-town ambiance and family-friendliness of the community. Discourage exclusive neighborhoods, privacy wall, and gated communities.
- LU Policy 3.5: Where neighborhoods adjoin natural areas or trails, ensure connections through neighborhoods to enhance access to recreation amenities.
- LU Goal 4: Develop an interconnected network of parks, trails, and open space to support wildlife corridors and natural resources and enhance the quality of life for Camas residents and visitors.
- T Policy 1.3: Construct streets that are interconnected and avoid long cul-de-sacs or dead ends.

The proposed short plat will help accommodate the projected growth through well-planned utilization of existing land via the planned residential and commercial uses within the Urban Village. The proposed preliminary short plat consists of a design layout that provides vehicular and pedestrian circulation that interconnects with not only the planned residential and commercial areas within the Urban Village but

also with the adjoining areas consistent with the Comprehensive plan policies identified above.

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

The proposed short plat development on its own, which consists of eight lots and two storm facility tracts, does not meet the threshold for installation of traffic calming features. However, at time of application for Lots 1-8, the applicants will be required to address the requirements of the City's NTM.

Parks, Recreation and Open Space (PROS) Plan:
The 2014 PROS plan does not identify any special use parks, neighborhood parks or trailhead requirements on or over the Urban Village area, with the exception of the T-27 Regional Trail. The T-27 Regional Trail was approved with Green Mountain Plat Phases 2A,C&E just east of the Urban Village boundaries, which satisfied the requirement for this section of the T-27 Regional Trail in the Green Mountain PRD.

[PRD PROS Plan]
The approved Green Mountain PRD Park & Open Space (PRD PROS) Master Plan includes an extensive park/open space/trail network for active and passive recreation. Although parks are not identified within the boundaries of the Urban Village area per the PRD PROS plan, a designated 14-acre community park is located northeast of the Urban Village area as required per the approved PRD PROS Plan. However, a neighborhood pedestrian trail system is required and provided for within Tract D of the preliminary short plat consistent with the PRD PROS Plan. In addition to the neighborhood pedestrian trail in Tract D, trail connections are shown on the proposed preliminary short plat from the Urban Village area to Pod B1 to the north, NE Ingle Road to the southwest, and to the Bonneville Power Administration (BPA) right-of-way to the east that links to the existing trail system in Green Mountain Phase 2.

Staff finds a condition of approval is required for the trail in Tract D to extend to the west, across proposed 'B' Street, and connect with the proposed trail adjacent to Tract C. As such, a revised trail plan also showing the trail link between Tract C and D should be submitted to the city for review and approval and conditioned as such.

The proposed neighborhood pedestrian trails within Tracts A, B, C and D, and within the BPA right-of-way that links to the existing trail within Green Mountain Phase 2, should be installed prior to final short plat approval. The neighborhood pedestrian trails should consist of a 6-ft. wide paved trail consistent with the PRD PROS Plan and constructed prior to final short plat approval. The segments of trails outside of these tracts within Lots 1-8 should be constructed with their respective land development applications.

> **FINDING:** Staff finds, as conditioned, that the proposed project can or will be compatible with the aforementioned City plans.

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

Water:
Provisions for water are required per CMC 17.19.040.C.4. Prior to final short plat approval, the applicants for the proposed short plat development will be conditioned to provide the stubs for the

future water mains, from NE Ingle Road and NE 28th Street, to the curb radii of proposed 'A' Street and 'B' Street.

Extension of the City required water mains in 'A' Street and 'B' Street to serve Lots 1 thru 7 will be addressed with development applications for Lots 1 through 7. The on-site water service systems, for the specific benefit of each lot, will be privately owned and maintained. The private water service systems, including hydrant legs, fire hydrants, and associated appurtenances, will be addressed at time of the development application submittals for Lots 1 thru 8.

The preliminary utility plans submitted by the applicant for the short plat proposed to construct an 18-inch ductile iron water main to loop thru the site from NE Ingle Road, via proposed 'A' Street, to proposed 'B' Street; and from NE 28th Street, via proposed 'B' Street, to NE Boxwood Street. However, the existing water mains in NE Ingle Road, NE Boxwood Street, and NE 28th Street are 12-inch water mains. Additionally, the existing water stubs off NE Ingle Road are 8-inch stubs. Future applicants for Lots 1 thru 7 should evaluate anticipated usage and determine flows rates for the design size of the new water main to be constructed in 'A' Street and 'B' Street, with a minimum 8-inch water main required.

[NE Ingle Road]: There is an existing 12-inch ductile iron water main located on the east side of NE Ingle Road. This water main was constructed in 2016 for future improvements related to the Green Mountain PRD Phase 1 development with two 8-inch waterlines stubbed to the proposed Urban Village parcel with these improvements. Staff finds that a condition of approval is required prior to final engineering plan approval, for Lots 1, 2, 3, and/or 4, that the applicant is to verify that the existing 8-inch stubs off of NE Ingle Road are adequately size for future development, prior to extending the water main to proposed 'A' Street.

Future applicants for Lots 1, 2, 3, and 4 will be required to extend the water main in proposed 'A' Street to the intersection with proposed 'B' Street and to provide water service stubs to the future commercial and residential lots. There is to be a 10-foot separation between the water main and the sewer main located within the proposed 'A' Street and between the water and sewer stubs to each individual Lot. Responsibility for the waterline extension on proposed 'A' Street and associated half-width frontage improvements will be based on the timing of application submittals for Lots 1-4.

Staff finds that the responsibility for water improvements in 'A' Street for Lots 1, 2, 3, and 4 will be conditioned as follows:

- If Lots 1 and/or 2 develop first, those applicants will be required to extend the water main from the existing water stub off NE Ingle Road through 'A' Street to the intersection with 'B' Street, and to provide water service stubs to Lots 3 and 4, in accordance with CMC 17.19.040.
- If Lots 3 and/or 4 develop first, those applicants will be required to extend the water main from the existing water stub off from NE Ingle Road through 'A' Street to the intersection with 'B' Street, and to provide water service stubs to Lots 1 and 2, in accordance with CMC 17.19.040.
- If Lots 1 and/or 3 develop ahead of Lots 2 and/or 4, those applicants will be required to extend the water main from the existing water stub off NE Ingle Road through 'A' Street to the eastern most property line of said Lot and to provide a water service stub to applicable lot to the north or south, in accordance with CMC 17.19.040.

[NE 28th Street]: There is an existing 12-inch ductile iron water main located on the south side of NE 28th Street. This water main was constructed in 2018. There were not any waterlines stubbed to the north for future use by the proposed Urban Village short plat. Future applicants for Lots 5, 6, and/or 7 will be required to extend the water main through proposed 'B' Street, north to Lot 7, tie into the existing 18-inch water main in NE Boxwood Street, and to provide water services stubs to the future commercial and residential developments. There is to be a 10-foot separation between the water main

and the sewer main located within the proposed 'B' Street and between the water and sewer stubs to each individual Lot. Responsibility for the waterline extension in proposed 'B' Street and associated half-width frontage improvements will be based on the timing of application submittals.

Staff finds that the responsibility for water improvements in 'B' Street for Lots 5, 6, and 7 will be conditioned as follows:

- If Lot 5 develops ahead of Lots 6 and/or 7, those applicants will be required to extend the water main through proposed 'B' Street to the northern most property line of Lot 5, in accordance with CMC 17.19.040.
- If Lots 6 and/or 7 develop ahead of Lot 5, those applicants will be required to extend the water main through proposed 'B' Street, tie into the existing water stub off NE Boxwood Street, and to provide water services to Lots 5, 6, and 7, in accordance with CMC 17.19.040.

Responsibility for providing an 8-inch water service from NE 28th Street to Lot 8 will be conditioned as follows:

- The applicant for Lot 8, will be required to provide a minimum 8-inch water service stubbed from the 12-inch water main located in NE 28th Street to Lot 8. There is to be a 10-foot separation between the water and sewer stubs to Lot 8 and surface restoration on NE 28th Street will be in accordance with the *Camas Design Standards Manual*.

Responsibility for irrigation stubs for Tracts A and B will be conditioned as follows:

- Construction of the storm facilities will require private irrigation services to be stubbed to storm facility tracts A and B in order to provide for an irrigation system for the street trees required along the frontage improvements and for the landscaping on both storm facilities on Tracts A and B. The irrigation services can be stubbed from the existing water mains in NE Ingle Road and NE 28th Street and surface restoration will be in accordance with the *Camas Design Standards Manual*. The private irrigation meters and irrigation systems are to be owned and maintained by Lots 1 thru 8 of the Urban Village.

Stormwater:

A preliminary drainage analysis, dated April 9, 2020, was prepared by Olson Engineering for the Green Mountain Urban Village. Per the preliminary report, the proposed development consists of 29.85 acres and is comprised of two parcels: 172559-003 and 98037-656. Per Clark County's property information center, the combined parcels are a total of 35.38 acres. Staff finds that prior to submittal of the final drainage analysis report the acreage conflict between the preliminary drainage analysis and the Clark County property information is to be addressed. The final drainage analysis is to be submitted prior to final engineering plan approval.

The proposed Urban Village short plat development is located at the south west corner of the Green Mountain Planned Residential Development. The existing conditions include manmade water features, grass fairways and greens, trees, shrubs, and wetlands, which were part of the former Green Mountain golf course. The site runoff generally drains to the southwest and is discharged via an existing culvert located at the intersection with NE Goodwin Road / NE 28th Street. The runoff is ultimately discharged to an existing wetland located on the west side of NE Ingle Road.

The proposed development includes construction of two storm facilities to be located on Tracts A and B. Per the preliminary drainage analysis, the two storm facilities have been sized to handle stormwater runoff for proposed Lots 1 thru 8, the Green Mountain PRD Pod B1 development to the north, and portions of the existing NE Boxwood Street.

Provisions for storm drainage are required per CMC 17.19.040.C.3. The storm facilities located on Tracts A and B, and associated conveyance systems, are required for the development of Lots 1 thru 8 and the

GM PRD Pod B1 subdivision. Staff finds a condition of approval is required that prior to final plat approval the applicant construct the storm facilities located on Tracts A and B, including the stormwater conveyance systems proposed in NE Ingle Road and NE 28th Street; providing the storm laterals to Lots 1 and 3 and proposed 'A' Street and 'B' Street; the associated half-width frontage improvements on NE Ingle Road along Lots 1 and 3; the northeast corner of the intersection of NE Ingle Road and NE 28th Street, on NE 28th Street along Tracts C and D, and on proposed 'B' Street along Tracts B, C, and D.

[NE Ingle Road]: There is an existing 36-inch CPP storm sewer main, in the center of NE Ingle Road, which was constructed in 2017 as part of the Green Mountain Phase 1 improvements. As part of the Phase 1 improvements the existing culvert crossing at the intersection of NE Ingle Road and NE Goodwin Road was upsized from a 36-inch to a 42-inch diameter culvert. While the Phase 1 improvements installed manholes for the length of the conveyance system, stormwater laterals were not stubbed to the Urban Village parcels. The storm facility proposed for Tract A will be constructed for the benefit of Lot 1, a portion of Lot 2, Lot 3, and a portion of NE Boxwood Street. The storm facility proposed for Tract B will be constructed for the benefit of a portion of Lot 2 and Lots 4, 5, 6, 7, and 8. Future applicants for Lots 1, 2 , 3, and 4 will be required to extend the stormwater main in proposed 'A' Street in order to complete the conveyance system, including installation of catch basins and manholes for the future commercial and residential lots. Responsibility for the stormwater conveyance system in proposed 'A' Street and associated half-width frontage improvements will be based on the timing of application submittals for Lots 1-4.

The stormwater conveyance system required with the frontage improvements on NE Ingle Road, including installation of manholes, catch basins, and stormwater laterals for Lot 1, Lot 3, and for 'A' Street is to be constructed in conjunction with the construction of the stormwater facility located on Tract A. Staff finds that the responsibility for the construction of stormwater conveyance system in NE Ingle Road, and associated half-width frontage improvements, should be completed prior to final short plat approval, and conditioned as such.

Staff finds the responsibility for stormwater conveyance system improvements in 'A' Street, which are separate from the required improvements for Tracts A thru D, will be conditioned as follows:

- If Lots 1 or 3 develop first, those applicants will be required to construct the stormwater conveyance system in 'A' Street to discharge stormwater via NE Ingle Road to the Tract A Storm Facility. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals in accordance with CMC 17.19.040.
- If Lots 1 and/or 2 develop first, those applicants will be required to extend the stormwater conveyance system from NE Ingle Road through 'A' Street to approximately 60-feet east of the west property line of Lot 4 in accordance with CMC 17.19.040. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2 and 4.
- If Lots 3 and/or 4 develop first, those applicants will be required to extend the stormwater conveyance system from NE Ingle Road through 'A' Street to approximately 60-feet east of the west property line of Lot 4 in accordance with CMC 17.19.040. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2 and 4.

[NE 28th Street]: There is not an existing stormwater conveyance system in NE 28th Street along the frontage of the proposed short plat. The existing stormwater conveyance system in the eastern portion of NE 28th Street was constructed in 2018 with the GM PRD Ph. 2 South (aka Ph. 2B, 2D, & 2F) subdivision. The existing 8-inch diameter stormwater conveyance system terminates at the last

manhole at the eastern edge of proposed Lot 8 and discharges to an outfall located on the north side of the road adjacent to proposed Lot 8.

The proposed stormwater conveyance system to be constructed in NE 28th Street consists of two different conveyance segments. The first segment will connect to the western most existing manhole from GM PRD Ph.2, eliminating the existing outfall, and constructing a new outfall approximately 290-feet to the west that will discharge to the existing stream located in proposed Tract D. This first proposed conveyance segment will allow for the frontage improvements along proposed Lot 8.

The second conveyance segment will begin at a manhole, with a stormwater lateral to proposed Lot 8, approximately 50-feet east of Tract D's eastern property line. The run will continue west to the intersection of NE 28th Street and proposed 'B' Street, then continue in proposed 'B' Street to dead end at a manhole located approximately 50-feet from the southern property line of proposed Lot 7. The segments constructed in NE 28th Street and proposed 'B' Street will discharge to the storm facility located in Tract B. Responsibility for the stormwater conveyance system in proposed 'B' Street and NE 28th Street, and associated half-width frontage improvements, will be based on the timing of application submittals for Lots 2, 4, 5, 6, 7, and 8.

Staff finds the responsibility for stormwater conveyance system improvements in 'B' Street, which are separate from the required improvements for Tracts A thru D, will be conditioned as follows:

- If Lots 2, 4, and/or 5 develop first, those applicants will be required to construct the stormwater conveyance system from the northern property line of Lot 5 south through 'B' Street, approximately 190-feet west of the intersection of 'B' Street & 'A' Street, and south through 'B' Street to discharge into the Tract B Storm Facility. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2, 4, and 5 in accordance with CMC 17.19.040.
- If Lots 6 and/or 7 develop first, those applicants will be required to extend the stormwater conveyance system through 'B' Street from Lot 7, approximately 190-feet west of the intersection of 'B' Street & 'A' Street, and south through 'B' Street to the Tract B Storm Facility. Said stormwater improvement will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2, 4, and 5 in accordance with CMC 17.19.040.
- When Lot 8 develops, the applicant will be required to construct the stormwater conveyance system within NE 28th Street, from the eastern most property boundary, to the intersection of NE 28th Street and 'B' Street, in order to discharge into the Tract B Storm Facility, in accordance with CMC 17.19.040.

[Tract A and Tract B – Stormwater Facilities]: The applicant has submitted preliminary stormwater plans, as part of the short plat application. The preliminary grading plans indicate grading encroaching on Lots 3 and 4, along the northern boundary of Tracts A and B. Staff finds a condition of approval is required that prior to final engineering plan approval the applicant should revise the preliminary stormwater plans for Tracts A and B with the following:

- Final grading for Tracts A and B is not to encroach on Lots 3 and 4.
- As indicated on the preliminary plans a retaining wall is to be designed and constructed along the property lines between Lots 3 and 4 and Tracts A and B.

The responsibility for ownership and maintenance of the storm facilities located on Tracts A and B is to be noted on the final plat and will be conditioned as follows:

- The storm facility proposed for Tract A will be owned and maintained by Lots 1, 2 and 3 of the Urban Village; and the Green Mountain PRD Pod B1 subdivision, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

- The storm facility proposed for Tract B will be owned and maintained by Lots 2, 4, 5, 6, 7, and 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

An access easement will be granted to the City of Camas, across both Tract A and Tract B, for inspections purposes and conditioned as such.

Erosion Control:
Per CMC 17.21.030 Land-disturbing activities greater that one acre, will be required to meet the provisions for erosion prevention and sediment control as outlined in CMC 17.21.030 and CMC 14.06, prior to final engineering approval.

Future development applications for Lots 1 thru 8 will be required to meet the provisions of CMC 17.21.030 and CMC 14.06.

Per CMC 14.06.030.C, prior to final engineering plan approval, the applicant for the proposed development shall submit a Construction Stormwater Pollution Prevention Plan (SWPPP), for any proposed development which is an acre or larger. Prior to final engineering approval of any proposed development, the applicant will be required to obtain from Ecology an NPDES General Construction Stormwater Permit (GCSWP) for land-disturbing activities greater than one acre and to submit a copy of the NPDES Permit and the SWPPP.

Per CMC 14.06.100, at time of development application for Lots 1 through 8, an Erosion Sediment Control (ESC) plan will be submitted to the City for review and approval prior to any ground disturbing activities.

Per CMC 14.06.200 and CMC 17.21.030.B, an approved form of financial security will be required for erosion and sediment control for any improvements, which are greater than one acre. The financial security is required to be submitted prior to final engineering approval of any proposed development of Lots 1 through 8.

Sanitary Sewage Disposal:
Provisions for sanitary sewer are required per CMC 17.19.040.C.2. Prior to final short plat approval, the applicants for the proposed short plat development will be conditioned to construct sanitary sewer laterals that have been stubbed to future Lots 1 and 3, and the future sanitary sewer from NE Ingle Road and NE 28th Street, have been stubbed to the curb radii of proposed 'A' Street and 'B' Street.

Extension of the City required sanitary sewer mains in 'A' Street and 'B' Street to serve Lots 1 thru 7 will be addressed with development applications for Lots 1 through 7. The on-site sanitary sewer disposal systems, for the specific benefit of each lot, will be privately owned and maintained. The private sanitary sewer disposal systems will be addressed at time of the development application submittals for Lots 1 thru 8.

[NE Ingle Road]: There is an existing 10-inch PVC gravity sewer main located on the west side of NE Ingle Road. This gravity sewer main was constructed in 2016 for the future improvements related to the Green Mountain PRD Phase 1 development. There were two existing 8-inch PVC sanitary sewer laterals stubbed to the proposed Urban Village parcel with these improvements. Future applicants for Lots 1, 2, 3, and 4 will be required to extend the gravity sewer main in proposed 'A' Street to provide services for the future commercial and residential. There is to be a 10-foot separation between the water main and the sewer main located within the proposed 'A' Street and between the water and sewer stubs to each individual Lot. Responsibility for the sanitary sewer main extension on proposed 'A' Street and associated half-width frontage improvements will be based on the timing of application submittals for Lots 1-4.

Staff finds the responsibility for sanitary sewer disposal improvements in 'A' Street for Lots 1, 2, 3, and/or 4 will be conditioned as follows:

- If Lots 1 and/or 2 develop first, those applicants will be required to extend the sanitary sewer main from the stub off NE Ingle Road through proposed 'A' Street and to provide sanitary sewer laterals for Lots 3 and 4, in accordance with CMC 17.19.040.
- If Lots 3 and/or 4 develop first, those applicants will be required to extend the sanitary sewer main from the stub off NE Ingle Road, through proposed 'A' Street, and to provide sanitary sewer laterals for Lots 1 and 2, in accordance with CMC 17.19.040.
- If Lots 1 and/or 3 develop ahead of Lots 2 and/or 4, those applicants will be required to extend the sanitary sewer main from the existing stub off NE Ingle Road through 'A' Street to the eastern most property line of said Lot and to provide a sanitary sewer lateral to the applicable lot to the north or south, in accordance with CMC 17.19.040.

[NE 28th Street]: There is an existing 8-inch PVC gravity sewer main located on the north side of NE 28th Street. The sanitary sewer main was constructed in 2018. Sanitary sewer laterals were not provided for the future improvements of the Urban Village parcel. Future applicants for Lots 4, 5, 6, and 7 will be required to construct the sanitary sewer main to be located in proposed 'B' Street and to provide for sewer laterals to the future Lots 4, 5, 6, and 7. There is to be a minimum 10-foot separation between the sanitary sewer main and the water main located in proposed 'B' Street and for the sanitary laterals and water services for each of the future lots.

Staff finds the responsibility for sanitary sewer disposal improvements in 'B' Street for Lots 5, 6, and/or 7, will be conditioned as follows:

- If Lot 5 develops ahead of Lots 6 and/7, those applicants will be required to extend the sanitary sewer main through proposed 'B' Street to the northern most property line of Lot 5, in accordance with CMC 17.19.040.
- If Lots 6 and/or 7 develop ahead of Lot 5, those applicants will be required to extend the sanitary sewer main through proposed 'B' Street to Lot 7, and to provide sanitary sewer laterals to Lots 5, 6, and 7, in accordance with CMC 17.19.040.

Staff finds the responsibility for providing a sanitary sewer disposal lateral from NE 28th Street to Lot 8, will be conditioned as follows:

- The future applicant for Lot 8 will be required to tap the sanitary main located in NE 28th Street and to extend a sanitary sewer lateral to Lot 8. There is to be a minimum 10-foot separation between the sanitary sewer lateral and water service, and surface restoration requirements will be in accordance with the *Camas Design Standards Manual.*

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

3. Provisions have been made for roads, utilities, street lighting and 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;

Public Roads:

The proposed 8 lot short plat is located at the north east corner of NE Ingle Road and NE 28th Street and abuts a section of NE Boxwood Street at the north east corner. NE Ingle Road is classified as an existing 2-lane collector and NE 28th Street as an existing 2-lane arterial, which abuts the frontage of the proposed short plat, per the City's 2016 Transportation Comprehensive Plan. NE Boxwood Street,

located in the northeast corner, is a fully improved 3-lane road, which was constructed in 2019 and completed the roadway connection between Green Mountain PRD Phases 1 and 2.

NE Ingle Road and NE 28th Street:
Per *Camas Design Standards Manual (CDSM) Table 2 – General Guidelines for Geometry of Roadway*, a 3-lane collector or arterial with a 74-foot wide right-of-way width, shall consist of a 46-foot wide paved surface, 6-foot wide sidewalks, 5.5-foot to 7-foot wide planter strips, 5-foot wide bike lanes, no on-street parking on either side, street lighting, and minimum 35-foot curb radius. The applicants proposed half-width frontage improvements along the existing NE Ingle Road and NE 28th Street are in accordance with the *CDSM Table 2* for public collectors and arterials with a 74-foot right-of-way.

Proposed 'A' Street and 'B' Street:
Per *Camas Design Standards Manual (CDSM) Table 2 – General Guidelines for Geometry of Roadway*, a 2-lane collector and/or arterial with a 60-foot wide right-of-way width, shall consist of a 36-foot wide paved surface, 6-foot wide sidewalks, 4.5-foot to 7-foot wide planter strips, no on-street parking on either side, street lighting, minimum 35-foot curb radius at street accesses, and where applicable off-street parking setbacks on ingress aisles are to be a minimum of 50-feet from back of sidewalk. The applicants proposed road improvements for 'A' Street and 'B' Street are in accordance with the *CDSM Table 2* for public collectors and arterials with a 60-foot right-of-way.

[Street Frontage Improvements]: Per CMC 17.19.040.B.1 half-width street improvements are a provision of a development. The proposed short plat consists of 4 residential lots (Lots 1, 2, 7, and 8), 4 commercial lots (Lots 3, 4, 5, and 6), and 5 Tracts (storm facility Tracts A and B and wetland/habitat Tracts C, D, and E). The required interior half-width street improvements, on proposed 'A' Street and 'B' Street, will be based on timing of application submittals for Lots 1 through 7. Required half-width street improvements for Lot 8 will also be addressed at time of application submittal. Additional half-width street improvements are required along Tracts A, B, C, and D which abut NE Ingle Road, the northwest intersection of NE Ingle Road and NE 28th Street, NE 28th Street, and portions of proposed 'B' Street.

Storm facility Tract A, and associated half-width street improvements, are required to be constructed for the benefit of GM PRD Pod B1 and GM Urban Village Lots 1, 3, a portion of Lot 2, and a portion of NE Boxwood Street. Storm facility Tract B, and associated half-width street improvements, are required to be constructed for the benefit of the GM Urban Village Lots 2, 4, 5, 6, 7, and 8. As such, development of storm Tracts A and B, and associated half-width street improvements, will be required prior to final plat approval of the Urban Village Short Plat. Additionally, construction of the storm facility on Tract A is required prior to construction of the GM PRD Pod B1 subdivision.

Staff finds a condition of approval is required that prior to final plat approval the applicants complete the half-width improvements on NE Ingle Road along Lots 1 & 3 and Tracts A & C, the northeast intersection of NE Ingle Road and NE 28th Street, NE 28th Street along Tracts C and D, the curb return radii at proposed 'A' Street and 'B' Street, and the frontage along Tracts B, C, and D on proposed 'B' Street.

The responsibility for half-width road improvements along NE Ingle Road including Tracts A & C, the intersection of NE Ingle Road & NE 28th Street, NE 28th Street along Tracts C and D, and the interior roads 'A' Street and 'B' Street will be based on timing of development submittal applications for proposed lots 1 thru 8.

Staff finds the responsibility for half-width street improvements will be conditioned as follows:

Tract A:

- The applicants for Lots 1 and/or 3 will be required to construct full half-width improvements along the frontage of Tract A on NE Ingle Road, complete intersection improvements at NE Ingle Road and NE 28th Street, and for a minimum of 150-feet along NE 28th Street along Tract C.

Tract B:

- The applicants for Lots 2, 4, 5, 6, 7, and/or 8 will be required to construct full half-width improvements on NE 28th Street along Tracts B, C, and D, and on proposed 'B' Street along Tracts B and D. Additionally, if Tract A has not been constructed, the applicants for Lots 2, 4, 5, and/or 7 will be required to construct the full half-width improvements at the intersection of NE 28th & NE Ingle Road, and for a minimum of 150-feet north along NE Ingle Road.
- Proposed 'B' Street requires the construction of a culvert crossing that will allow for stormwater to be conveyed from Tract D, under 'B' Street, and across to Tract C. The culvert crossing requires permits issued by the Army Corps of Engineers and the Washington Department of Ecology. The agency permits will affect the completion of the intersection of proposed 'B' Street at NE 28th Street and the full-width street improvements up to the south property line of Lot 5. Prior to final short plat approval, for the culvert crossing on 'B' Street permits shall be obtained from the applicable agencies (e.g. Army Corps of Engineers and the Washington Department of Ecology).

Lots 1 and/or 2 - Residential:

- Development of Lots 1 and/or 2 will be required to construct full half-width improvements on NE Ingle Road from the northern property line of Lot 1, which abuts future GM PRD Pod B1, to the northern property line of Tract A, including curb radii on both sides of proposed 'A' Street. Additionally, Lots 1 and/or 2 will be required to construct full half-width frontage improvements on proposed 'A' Street to the intersection with proposed 'B' Street.
- Development of residential Lots 1 and/or 2 will be required to complete the half-width street improvements along the south side of future South Public Avenue located in GM PRD Pod B1.

Lots 3 and/or 4 - Commercial:

- If development of Lots 3 and/or 4 were to precede the development of Lots 1 and/or 2, then Lots 3 and/or 4 will be required to complete the full half-width improvements on NE Ingle Road from the intersection of 'A' Street and NE Ingle Road south to the north property line of Tract A.
- If development of Lot 3 was to precede Lot 4, Lot 3 will be required to construct full half-width frontage improvements on NE Ingle Road from the intersection of 'A' Street and NE Ingle Road south to the north property line of Tract A and along the frontage of proposed 'A' Street to the property line of Lot 4.
- If development of Lot 4 was to precede Lot 3, Lot 4 will be required to construct full half-width frontage improvements on NE Ingle Road from the intersection of 'A' Street and NE Ingle Road south to the north property line of Tract A, along the frontage of proposed 'A' Street, and along the frontage of proposed 'B' Street to the north property line of Tract B.

Lots 5 and/or 6 - Commercial:

- If development of Lot 5 was to precede development of Lot 6, the applicant for Lot 5 will be required to construct full-width road improvements on proposed 'B' Street from the intersection with 'A' Street to the northern property line of Lot 5 and half-width frontage improvements on proposed 'B' Street from the intersection with 'A' Street to the north property line of Tract D.
- If development of Lot 6 was to precede development of Lot 5, the applicant for Lot 6 will be required to construct full-width road improvements on proposed 'B' Street from the intersection with 'A' Street to the northern property line of Lot 6 and half-width frontage

improvements on proposed 'B' Street from the intersection with 'A' Street to the north property line of Tract D.

Lot 7 - Residential:

- If Lot 7 develops after Lots 5 and/or 6, the applicant for Lot 7 will required to complete the full-width road improvements on the northern end of proposed 'B' Street, from the northern property line of Lot 6, which is to include completion of the intersection connection to NE Boxwood Street.
- If development of Lot 7 was to precede Lots 5 and 6, the applicant for Lot 7 will be required to construct full-width road improvements, which will include the intersection connection with NE Boxwood Street.

Lot 8 - Residential:

- The applicant for Lot 8 will be required to construct the full half-width improvements along the frontage of Lot 8 on NE 28th Street.

[ROW Dedications]: Per CMC 17.19.040.B.5, dedication of additional right-of-way (ROW) will be required for the proposed short plat development as is necessary in order to meet the existing street width standards of NE Ingle Road to the north and NE 28th Street to the east.

- NE Ingle Road: The applicant is proposing to dedicate an additional 7-feet of right-of-way width along NE Ingle Road which would allow for construction of the full 37-foot half-width street improvement, including a 6-foot wide planter strip, and a 6-foot wide sidewalk. The existing ROW width is 60-feet, with this ROW dedication, the new right-of-way width would be 67-feet wide.
- NE 28th Street: The applicant is proposing to dedicate 37-feet of right-of-way width along NE 28th Street which would allow for construction of the full 23-foot wide paved surface with a 6-foot wide planter strip, and a 6-foot wide sidewalk. The existing ROW half-width is 30-feet. With this ROW dedication, the new ROW half-width would be 37-feet.

Per Clark County's property information center, the combined parcels are a total of 35.38 acres. Both acreages conflict with the information shown on plan sheet PL1 of the preliminary plat. Prior to final plat approval, the acreage conflict as shown on the preliminary plat is to be addressed and conditioned as such.

ROW dedication acreage along the frontage improvements for Lot 8 and Tracts C and D, on NE 28th Street, does not appear to be included in the calculations shown on the preliminary short plat. Prior to final plat approval, the right-of-way table on the preliminary plat is to be revised to include all applicable acreage associated with the short plat and conditioned as such.

[Access Spacing]: Per *Camas Design Standards Manual (CDSM) Table 3 – Access Spacing Standards*, the minimum access spacing requirements on a roadway classified as a collector is a minimum of 330-feet and a maximum of 600-feet and on roadway classified as an arterial it is a minimum 660-feet and a maximum 1,000-feet.

- The roadway classification for NE Ingle Road is as a collector. The proposed access location to 'A' Street is approximately 970-feet north of the intersection of NE Ingle Road and NE 28th Street. The location of 'A' Street exceeds the maximum access spacing standard of 660-feet for a collector; however due to the location of the wetlands and wetland buffer (Tract C) located in the southern corner, the proposed access location for 'A' Street is supported by the City Engineer.
- The minimum intersection setback from a collector is 110-feet. The intersection of proposed 'A' Street with proposed 'B' Street from NE Ingle Road is approximately 770-feet. Staff finds this meets the minimum access spacing standards for an intersection setback.

- The roadway classification for NE 28th Street is as an arterial. The proposed access location to 'B' Street is approximately 670-feet east of the intersection of NE Ingle Road and NE 28th Street. Staff finds the location of 'B' Street meets the minimum access spacing standards for an arterial and is therefore approved.
- The minimum intersection setback from an arterial is 300-feet. The intersection of proposed 'B' Street with proposed 'A' Street from NE 28th Street is approximately 500-feet. Additionally, the intersection of proposed 'B' Street with NE Boxwood is approximately 540-feet. Staff finds these distances meet the minimum access spacing standards for an intersection setback.
- Future access spacing standards for Lots 1 through 8 will be addressed at time of development application.

Private Roads:
The proposed short plat development does not include any private roads. If applicable, future development improvements for Lots 1 thru 8 would be required to comply with the private street standards, per *CMC 17.19.040.B. Table 1 – Minimum Private Street Standards.*

FINDING: Staff finds that the proposed development can or will meet the City's road standards.

Utilities, Street Lighting, Street Trees, and Other Improvements:
[Utilities]: Public utilities will be required for this development. All utilities are to be installed underground, per CMC 8.52.040 and CMC 17.21.050.

[Street lighting]: Street lighting does not currently exist along either street frontages for the proposed short plat. At the time of frontage development along Tracts A, B, C, D, and Lots 1 thru 8, LED street lighting will be required along all street frontages: NE Ingle Road, NE 28th Street, proposed 'A' Street, proposed 'B' Street, and 'South Public Avenue' in accordance with the Engineering Design Standards for Street Lighting as noted in the Camas Design Standards Manual (CDSM).

Additionally, the frontages along NE Ingle Road and NE 28th Street are designated as primary gateways, per the 2016 Transportation Comprehensive Plan. Street lighting fixtures, fencing, retaining walls, and landscaping should be consistent with existing frontage improvements along previous phases of the Green Mountain PRD.

[Street Trees and landscaping]: The preliminary landscape/street tree plan identifies street trees every 30-feet within a 6-foot planter strip along NE Ingle Road from the north boundary of Lot 1 to its intersection with NE 28th Street and heads east along NE 28th Street that terminates at the east boundary of Lot 8. Staff finds the applicant will need to submit a final landscape plan to include the street trees associated with the required street frontage improvements for this short plat as described under the "Road Frontage Improvements" section of this staff report.

Storm drainage facilities located within thirty feet of a street should be landscaped with a ten-foot L2 landscape buffer per CMC 17.19.030.F.6. The applicant provided a preliminary landscape plan showing a landscape buffer along the west boundary of Tract A adjacent to NE Ingle Road and the east boundary of Tract B adjacent to proposed 'B' Street and should be shown on the final landscape plan.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant 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 plant list. All landscaping, including street trees, should be installed, or bonded for prior to final acceptance.

FINDING: Staff finds that, as conditioned, the applicant can or will make adequate provision 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;

[Dedications]: The applicant for the short plat development has proposed to dedicate the following right-of-way widths:

- 37-feet of right-of-way width along NE Ingle Road and NE 28th Street in order construct the required half-width road improvements along the frontage of the proposed short plat;
- 60-feet of right-of-way width required to construct the proposed public roads 'A' Street and 'B' Street;
- 26-feet of right-of-way width along the south side of the GM PRD Pod B1's future 'South Public Avenue' required to complete construction of the full 52-foot wide public street which will provide for vehicular and pedestrian access to both GM PRD Pod B1 and Urban Village Lot 2.

[Easements]: A public access easement will be required for sections of the 6-foot wide paved pedestrian trail located within any portion of Tracts A, B, C or D, including the BPA right-of-way. The critical areas in Tracts C, D and E, including the pedestrian trails, should be owned and maintained by Lots 1 thru 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD. and conditioned as such.

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

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

Traffic Impact Analysis: A traffic impact analysis is required when the projected number of trips are in excess of 199 VPD (vehicles per day). The proposed 8-lot short plat development would not, on its own, generate an excess of 199 VPD until future site development of Lots 1 thru 8 is proposed. Therefore, a traffic impact analysis is not required for the purposes of short platting.

> **FINDING:** Staff finds that although a traffic impact analysis is not required for short platting, a traffic impact analysis will be required with the future site development of Lots 1 thru 8.

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

Per the approved Green Mountain Mixed Use PRD Master Plan, the Urban Village Area is a commercial, mixed use and residential community center totaling 35.40-acres that include Pods H, A1, A2, A3 and B5. The different Pods have densities and dimensional standards relative to current city zoning designations with flexibility built into them with the approved Development Agreement. For example, Pod H is earmarked as a Community Commercial (CC) zone with a required minimum 8.8-acres reserved for ground floor commercial uses, which the applicant has shown with the proposed short plat. Pods A and B are intended to be in line with the higher density standards in the code (MF-18 and 24) and with their respective density and dimensional standards outlined in the approved Development Agreement.

The Urban Village is proposed with eight (8) lots to include lots 3, 4, 5 and 6 for future commercial uses and lots 1, 2, 7 and 8 for future residential uses. All proposed lots meet the minimum lot size required with this short plat for their respective zones and will have vehicular access onto a public street. Subsequent land use permit approvals will be required for future site development on lots 1-8.

> **FINDING:** Staff finds that the Urban Village lot layout as proposed is appropriate for the future uses as required per the approved Green Mountain Master Plan PRD.

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

The proposed short plat development, on its own, does not intend to construct a commonly owned privately facilities. However, there are two future storm facility tracts, Tract A and Tract B, which have been designated for the use of future proposed Urban Village Lots 1 thru 8, and Green Mountain PRD Pod B1, which will be constructed as commonly owned private facilities.

Staff finds a condition of approval is required that the responsibility for ownership and maintenance of the storm facilities located on Tracts A and B is to be noted on the plat as follows:

- The storm facility proposed for Tract A will be owned and maintained by Lots 1, 2 and 3 of the Urban Village; and the Green Mountain PRD Pod B1 subdivision or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
- The storm facility proposed for Tract B will be owned and maintained by Lots 2, 4, 5, 6, 7, and 8 of the Urban Village.

An access easement will be granted to the City of Camas, across both Tract A and Tract B, for inspections purposes and conditioned as such.

FINDING: Staff finds that adequate provisions for maintenance of commonly owned private facilities can or will be made as conditioned by the applicant at the time of site plan approval.

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

FINDING: Staff finds, as conditioned, the preliminary short plat can or will meet the relevant requirements of Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, including the previously approved Development Agreement for the Green Mountain Mixed Use PRD Master Plan, as discussed throughout this report. Staff also finds the proposed development can and will meet all other relevant requirements for stormwater and erosion control per CMC Title 14. The final plat will be processed in accordance with the requirements of CMC 17.21.060.

9. That the plat meets the requirements of Chapter 18.17 RCW and other applicable state and local laws which were in effect at the time of preliminary plat approval.

FINDING: Staff finds, as conditioned, the preliminary short plat can or will meet the relevant requirements RCW Chapter 18.17 and other applicable state and local laws, which were in effect at the time of preliminary plat approval, as discussed through this report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that the Green Mountain Urban Village Short Plat (SP20-02) should be approved, because it does comply with the applicable standards if all of the conditions of approval are met.

CONDITIONS OF APPROVAL

Standard Conditions:

1. Engineering site improvement plans shall be prepared in accordance with the City of Camas Design Standards Manual (CDSM) and CMC 17.19.040.
2. The engineering site plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Engineering Department for review and approval.

3. Community Development Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
    a. A preliminary construction estimate shall be submitted to the Engineering Dept. prior to submittal of plans for first review. The estimate will be reviewed and the 1% plan review (PR) fee shall be due at time of plan submittal.
    b. The 2% construction inspection (CI) fee shall be paid prior to the construction plans being signed and approved. Under no circumstances will the applicant be allowed to begin construction prior to approval of the engineering construction plans and scheduling of the pre-construction meeting.
4. Staff finds the SEPA DNS comments submitted by local agencies shall be complied with.
5. In the event any item of archaeological interest is uncovered during the course of a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
6. 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.
7. Final as-built construction drawing submittals shall meet the requirements of the CDSM.
8. Prior to construction, temporary fencing shall be installed that clearly marks in the field the critical area buffers and shall remain throughout permitted construction activities.
9. Subsequent land use permit approvals are required for future development on lots 1-8.
10. Building permits shall not be issued until this short plat has been granted Final Acceptance and the final short plat is recorded and approved by the Planning, Engineering, Building, and Fire Departments.
11. This decision expires in 7 years if the final short plat is not recorded.
12. The time for completion shall not exceed two years from the date of final approval of the short plat in accordance with CMC 17.21.040.A.1.

Special Conditions:

Prior to Final Engineering Plan Approval:

13. Prior to final engineering plan approval, the applicant shall submit a supplemental memo to the *Bank Use Plan* addressing how the wetland buffer activities in Wetlands I and J are in compliance with Section 16.53.050(C)(1)(a) *Lower Impact Land Uses* (i and ii) and (b) *Restoration*.
14. Prior to final engineering plan approval, the applicant shall submit a revised trail plan for city review and approval that also shows the following:
    a. The location of the trail in relation to critical area buffers,
    b. The trail in Tract D extend west, across 'B' Street, and connect to the trail adjacent to Tract C, and
    c. The new trail system is to be 6-feet wide and paved.
    d. Construction of new trail surfaces within the critical area buffers shall consist of pervious surfaces and not exceed 6-feet wide.
15. Prior to final engineering plan approval, the applicant shall submit to the city for review and approval a final mitigation plan that also addresses any trail impacts to critical areas.

16. Prior to final engineering plan approval, the applicant shall submit to the City for review and approval a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13 and include plantings from the City's approved plant list. The final landscape plan shall include the landscaping for the stormwater facilities per CMC Chapter 17.19.030.F.6 and street trees associated with the required street frontage improvements.

17. Prior to final engineering plan approval, for Lots 1, 2, 3, and/or 4, that the applicant is to verify that the existing 8-inch stubs off of NE Ingle Road are adequately sized for future development, prior to extending the water main to proposed 'A' Street.

18. Prior to final engineering approval, the applicant shall revise the preliminary plans for Tracts A and B with the following revisions:
    a. Final grading for Tracts A and B is not to encroach on Lots 3 and 4.
    b. As indicated on the preliminary plans a retaining wall is to be designed and constructed along the property lines between Lots 3 and 4 and Tracts A and B.

<u>The following conditions are tied to the proposed lots when site plan development occurs. Prior to Final Engineering Plan Approval for Lots 1-8 application submittals:</u>

19. Responsibility for water improvements in 'A' Street for Lots 1, 2, 3, and 4 shall be as follows:
    a. If Lots 1 and/or 2 develop first, those applicants will be required to extend the water main from the existing water stub off NE Ingle Road through 'A' Street to the intersection with 'B' Street, and to provide water service stubs to Lots 3 and 4, in accordance with CMC 17.19.040.
    b. If Lots 3 and/or 4 develop first, those applicants will be required to extend the water main from the existing water stub off from NE Ingle Road through 'A' Street to the intersection with 'B' Street, and to provide water service stubs to Lots 1 and 2, in accordance with CMC 17.19.040.
    c. If Lots 1 and/or 3 develop ahead of Lots 2 and/or 4, those applicants will be required to extend the water main from the existing water stub off NE Ingle Road through 'A' Street to the eastern most property line of said Lot and to provide a water service stub to applicable lot to the north or south, in accordance with CMC 17.19.040.

20. Responsibility for water improvements in 'B' Street for Lots 5, 6, and 7 shall be as follows:
    a. If Lot 5 develops ahead of Lots 6 and/or 7, those applicants will be required to extend the water main through proposed 'B' Street to the northern most property line of Lot 5, in accordance with CMC 17.19.040.
    b. If Lots 6 and/or 7 develop ahead of Lot 5, those applicants will be required to extend the water main through proposed 'B' Street, tie into the existing water stub off NE Boxwood Street, and to provide water services to Lots 5, 6, and 7, in accordance with CMC 17.19.040.

21. Responsibility for providing an 8-inch water service from NE 28th Street to Lot 8 shall be as follows:
    a. The applicant for Lot 8, shall be required to provide a minimum 8-inch water service stubbed from the 12-inch water main located in NE 28th Street to Lot 8. A 10-foot separation shall be provided between the water and sewer stubs to Lot 8 and surface restoration on NE 28th Street shall be in accordance with the *Camas Design Standards Manual*.

22. Responsibility for irrigation stubs for Tracts A and B shall be as follows:
    a. Construction of the storm facilities shall require private irrigation services to be stubbed to storm facility tracts A and B in order to provide for an irrigation system for the street trees

required along the frontage improvements and for the landscaping on both storm facilities on Tracts A and B. The irrigation services shall be stubbed from the existing water mains in NE Ingle Road and NE 28th Street and surface restoration shall be in accordance with the *Camas Design Standards Manual*. The private irrigation meters and irrigation systems shall be owned and maintained by Lots 1 thru 8 of the Urban Village.

23. Prior to engineering plan approval, a final drainage analysis shall be submitted to the city for review and approval and shall address the acreage discrepancy.

24. Responsibility for stormwater conveyance system improvements in 'A' Street, which are separate from the required improvements for Tracts A thru D, shall be as follows:
    a. If Lots 1 or 3 develop first, those applicants will be required to construct the stormwater conveyance system in 'A' Street to discharge stormwater via NE Ingle Road to the Tract A Storm Facility. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals in accordance with CMC 17.19.040.
    b. If Lots 1 and/or 2 develop first, those applicants will be required to extend the stormwater conveyance system from NE Ingle Road through 'A' Street to approximately 60-feet east of the west property line of Lot 4 in accordance with CMC 17.19.040. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2 and 4.
    c. If Lots 3 and/or 4 develop first, those applicants will be required to extend the stormwater conveyance system from NE Ingle Road through 'A' Street to approximately 60-feet east of the west property line of Lot 4 in accordance with CMC 17.19.040. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2 and 4.

25. Responsibility for stormwater conveyance system improvements in 'B' Street, which are separate from the required improvements for Tracts A thru D, shall be as follows:
    a. If Lots 2, 4, and/or 5 develop first, those applicants will be required to construct the stormwater conveyance system from the northern property line of Lot 5 south through 'B' Street, approximately 190-feet west of the intersection of 'B' Street & 'A' Street, and south through 'B' Street to discharge into the Tract B Storm Facility. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2, 4, and 5 in accordance with CMC 17.19.040.
    b. If Lots 6 and/or 7 develop first, those applicants will be required to extend the stormwater conveyance system through 'B' Street from Lot 7, approximately 190-feet west of the intersection of 'B' Street & 'A' Street, and south through 'B' Street to the Tract B Storm Facility. Said stormwater improvement will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2, 4, and 5 in accordance with CMC 17.19.040.
    c. When Lot 8 develops, the applicant will be required to construct the stormwater conveyance system within NE 28th Street, from the eastern most property boundary, to the intersection of NE 28th Street and 'B' Street, in order to discharge into the Tract B Storm Facility, in accordance with CMC 17.19.040.

26. The storm facility proposed for Tract A will be owned and maintained by Lots 1, 2 and 3 of the Urban Village; and the Green Mountain PRD Pod B1 subdivision or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

27. The storm facility proposed for Tract B will be owned and maintained by Lots 2, 4, 5, 6, 7, and 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

28. An access easement shall be granted to the City of Camas, across both Tract A and Tract B, for inspections purposes.

29. Responsibility for sanitary sewer disposal improvements in 'A' Street for Lots 1, 2, 3, and/or 4 shall be as follows:
    a. If Lots 1 and/or 2 develop first, those applicants will be required to extend the sanitary sewer main from the stub off NE Ingle Road through proposed 'A' Street and to provide sanitary sewer laterals for Lots 3 and 4, in accordance with CMC 17.19.040.
    b. If Lots 3 and/or 4 develop first, those applicants will be required to extend the sanitary sewer main from the stub off NE Ingle Road, through proposed 'A' Street, and to provide sanitary sewer laterals for Lots 1 and 2, in accordance with CMC 17.19.040.
    c. If Lots 1 and/or 3 develop ahead of Lots 2 and/or 4, those applicants will be required to extend the sanitary sewer main from the existing stub off NE Ingle Road through 'A' Street to the eastern most property line of said Lot and to provide a sanitary sewer lateral to the applicable lot to the north or south, in accordance with CMC 17.19.040.

30. Responsibility for sanitary sewer disposal improvements in 'B' Street for Lots 5, 6, and/or 7, shall be as follows:
    a. If Lot 5 develops ahead of Lots 6 and/or 7, those applicants will be required to extend the sanitary sewer main through proposed 'B' Street to the northern most property line of Lot 5, in accordance with CMC 17.19.040.
    b. If Lots 6 and/or 7 develop ahead of Lot 5, those applicants will be required to extend the sanitary sewer main through proposed 'B' Street to Lot 7, and to provide sanitary sewer laterals to Lots 5, 6, and 7, in accordance with CMC 17.19.040.

31. Responsibility for providing a sanitary sewer disposal lateral from NE 28th Street to Lot 8, shall be as follows:
    a. The future applicant for Lot 8 will be required to tap the sanitary main located in NE 28th Street and extend a sanitary sewer lateral to Lot 8. There is to be a minimum 10-foot separation between the sanitary sewer lateral and water service, and surface restoration requirements will be in accordance with the *Camas Design Standards Manual.*

32. Responsibility for half-width street improvements for Tract A shall be as follows:
    a. The applicants for Lots 1 and/or 3 shall construct full half-width improvements along the frontage of Tract A on NE Ingle Road, complete intersection improvements at NE Ingle Road and NE 28th Street, and for a minimum of 150-feet along NE 28th Street along Tract C.

33. Responsibility for half-width street improvements for Tract B shall be as follows:
    a. The applicants for Lots 2, 4, 5, 6, 7, and/or 8 will be required to construct full half-width improvements on NE 28th Street along Tracts B, C, and D, and on proposed 'B' Street along Tracts B and D. Additionally, if Tract A has not been constructed, the applicants for Lots 2, 4, 5, 6 and/or 7 will be required to construct the full half-width improvements at the intersection of NE 28th & NE Ingle Road, and for a minimum of 150-feet north along NE Ingle Road

34. Responsibility for half-width street improvements for Lots 1 and/or 2 shall be as follows:
    a. Development of Lots 1 and/or 2 shall construct full half-width improvements on NE Ingle Road from the northern property line of Lot 1, which abuts future GM PRD Pod B1, to the northern property line of Tract A, including curb radii on both sides of proposed 'A' Street. Additionally, Lots 1 and/or 2 shall construct full half-width frontage improvements on proposed 'A' Street to the intersection with proposed 'B' Street.

b. Development of residential Lots 1 and/or 2 shall complete the half-width street improvements along the south side of future South Public Avenue located in GM PRD Pod B1.

35. Responsibility for half-width street improvements for Lots 3 and/or 4 shall be as follows:
    a. If development of Lots 3 and/or 4 were to precede the development of Lots 1 and 2, then Lots 3 and/or 4 shall complete the full half-width improvements on NE Ingle Road from the intersection of 'A' Street and NE Ingle Road south to the north property line of Tract A.
    b. If development of Lot 3 was to precede Lot 4, Lot 3 shall construct full half-width frontage improvements on NE Ingle Road from the intersection of 'A' Street and NE Ingle Road south to the north property line of Tract A and along the frontage of proposed 'A' Street to the property line of Lot 4.
    c. If development of Lot 4 was to precede Lot 3, Lot 4 shall construct full half-width frontage improvements on NE Ingle Road from the intersection of 'A' Street and NE Ingle Road south to the north property line of Tract A, along the frontage of proposed 'A' Street, and along the frontage of proposed 'B' Street to the north property line of Tract B.

36. Responsibility for half-width street improvements for Lots 5 and/or 6 shall be as follows:
    a. If development of Lot 5 was to precede development of Lot 6, the applicant for Lot 5 will be required to construct full-width road improvements on proposed 'B' Street from the intersection with 'A' Street to the northern property line of Lot 5 and half-width frontage improvements on proposed 'B' Street from the intersection with 'A' Street to the north property line of Tract D.
    b. If development of Lot 6 was to precede development of Lot 5, the applicant for Lot 6 will be required to construct full-width road improvements on proposed 'B' Street from the intersection with 'A' Street to the northern property line of Lot 6 and half-width frontage improvements on proposed 'B' Street from the intersection with 'A' Street to the north property line of Tract D.

37. Responsibility for half-width street improvements for Lot 7 shall be as follows:
    a. If Lot 7 develops after Lots 5 and/or 6, the applicant for Lot 7 will required to complete the full-width road improvements on the northern end of proposed 'B' Street, from the northern property line of Lot 6, which is to include completion of the intersection connection to NE Boxwood Street.
    b. b. If development of Lot 7 was to precede Lots 5 and 6, Lot 7 shall construct full-width road improvements including the intersection connection with NE Boxwood Street and proposed 'B' Street to the intersection with proposed 'A' Street.

38. Responsibility for half-width street improvements for Lots 8 shall be as follows:
    a. The applicant for Lot 8 shall construct the full half-width improvements along the frontage of Lot 8 on NE 28th Street.

<u>Prior to Final Short Plat Approval:</u>

39. Prior to final short plat approval, for the culvert crossing on 'B' Street, permits shall be obtained from the applicable agencies (e.g. Army Corps of Engineers and the Washington Department of Ecology).

40. Prior to final short plat approval, the applicant shall provide the stubs for the future water mains, from NE Ingle Road and NE 28th Street, to the curb radii of proposed 'A' Street and 'B' Street.

41. Prior to final short plat approval, the applicant shall construct the storm facilities located on Tracts A and B, including the stormwater conveyance systems proposed in NE Ingle Road and NE 28th Street, including storm laterals to Lots 1 and 3, stubs to 'A' Street and 'B' Street, and the associated half-width frontage improvements on NE Ingle Road along Lots 1 and 3, the northeast corner of the intersection of NE Ingle Road and NE 28th Street, on NE 28th Street along Tracts C and D, and on proposed 'B' Street along Tracts B, C, and D.
42. Prior to final short plat approval, the applicant shall construct the stormwater conveyance system in NE Ingle Road including the associated half-width frontage improvements.
43. Prior to final short plat approval, the applicant shall construct sanitary sewer laterals that have been stubbed to future Lots 1 and 3, and the future sanitary sewer from NE Ingle Road and NE 28th Street, have been stubbed to the curb radii of proposed 'A' Street and 'B' Street.
44. Prior to final short plat approval, the applicant shall complete the half-width improvements on NE Ingle Road along Lots 1 & 3 and Tracts A & C, the northeast quadrant of the intersection of NE Ingle Road and NE 28th Street, NE 28th Street along Tracts C and D, the curb return radii at proposed 'A' Street and 'B' Street, and the frontage along Tracts B, C, and D on proposed 'B' Street.
45. Prior to final short plat approval, the acreage discrepancy from the preliminary plat shall be addressed.
46. Prior to final short plat approval, the right-of-way table on the preliminary plat shall be revised to include all applicable acreage associated with the short plat.
47. The proposed pedestrian trails within Tracts A, B, C and D, and within the BPA right-of-way that links to the existing pedestrian trail within Green Mountain Phase 2, shall be installed prior to final short plat approval. The segments of trails outside of these tracts within Lots 1-8 shall be constructed with their respective land development applications.
48. A note shall be added to the face of the final plat that the public pedestrian access easement across the trails located in Tracts A, B, C, D, and within the BPA right-of-way, shall be owned and maintained owned and maintained by Lots 1 thru 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
49. Prior to final short plat approval, permanent signs and fencing shall be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications shall be submitted to the City for review and approval prior to installation.
50. Prior to final short plat approval, a conservation covenant shall be recorded with the County to ensure long-term preservation of the critical areas and their associated buffers, including maintenance of any mitigation actions, per CMC 16.51.240. A copy of the recorded conservation covenant document shall be submitted to the City prior to final short plat approval.
51. The applicant shall submit a mitigation bond in an amount deemed acceptable by the City to ensure the stream mitigation is fully functional per CMC 16.51.250 prior to final short plat approval.
52. A note shall be added to the face of the final plat that critical areas located on Tracts C, D and E shall be owned and maintained, in their natural state as described in the mitigation plans, by Lots 1 thru 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
53. A note shall be added to the face of the final plat that the storm facilities located on Tract A shall be owned and maintained by Lots 1, 2 and 3 of the Urban Village; and the Green Mountain PRD Pod B1

subdivision, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

54. The storm facility proposed for Tract B will be owned and maintained by Lots 2, 4, 5, 6, 7, and 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
55. Access easements across both Tracts A and B shall be granted to the City of Camas for inspection purposes.
56. Prior to final short plat approval, street names shall be reviewed and approved by the Building Department.
57. Prior to final short plat approval, the applicant shall complete all required site improvements or provide financial security pursuant to CMC 17.21.060.E.3.

Prior to Final Acceptance:

58. Landscaping within the stormwater facilities, including street trees, shall be installed or bonded for prior to final acceptance.

PLAT NOTES

1. Storm Facility Tract A and Storm Facility Tract B shall be owned and maintained by the following lots:
   a. Tract A shall be owned and maintained by Lots 1, 2 and 3 of the Urban Village; and the Green Mountain PRD Pod B1 subdivision, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain.
   b. Tract B will be owned and maintained by Lots 2, 4, 5, 6, 7, and 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
2. An access easement is hereby granted to the City of Camas across the storm facility tracts, Tract A and Tract B, for purposes of inspections.
3. Tract C, D and E are critical areas and shall be maintained in their natural state as described in the mitigation plans and owned and maintained owned and maintained by Lots 1 thru 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
4. The public pedestrian easement across trails located in Tracts A, B, C, D, and within the BPA right-of-way, shall be owned and maintained owned and maintained by Lots 1 thru 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

Decision Issued: January 14, 2021

Decision Expires: January 14, 2028

Lauren Hollenbeck

Lauren Hollenbeck, Senior Planner
Community Development Department

Appeals: This is a Type II Decision and is appealable to the Hearings Examiner pursuant to CMC18.55.200. All appeals are initiated by filing a notice of appeal with the director (City Hall, 616 NE 4th Ave.) within fourteen (14) days of issuance of the decision being appealed. The notice of appeal shall be in writing, include the appeal fee of $399.00, and contain the following information:

(1) Appellant's name, address and phone number;
(2) Appellant's statement describing his or other standing to appeal;
(3) Identification of the application which is the subject of the appeal;
(4) Appellant's statement of grounds for the appeal and the facts upon which the appeal is based;
(5) The relief sought, including the specific nature and extent;
(6) A statement that the appellant has read the notice of appeal and believes the content to be true, followed by the appellant's signature.

City of Camas WASHINGTON

Community Development

NOTICE OF FINAL ORDER

To: Parties of Record and Applicants

From: Robert Maul, Planning Manager

Date: August 4th, 2015

This is to serve as Notice of Final Order on SUB14-02 (Green Mountain Planned Residential Development) Preliminary Master Plan and Preliminary Plat (Phase 1) that was adopted by the City Council on August 3, 2015.

Pursuant to Camas Municipal Code (CMC) 18.55.240 –Judicial Appeals, the City's final decision (Final Order) may be appealed by a party of record with standing to file a land use petition in Clark County Superior Court. Such petition must be filed within twenty-one days after issuance of the decision, as provided in Chapter 36.70C RCW.

For further information regarding this specific application or planning issues in general, please contact Robert Maul, Planning Manager at (360) 817-1568.

Attachments: Final Order #SUB14-02 (Green Mountain PRD)

COMMUNITY DEVELOPMENT DEPARTMENT
616 NE 4th Avenue
Camas, WA 98607
www.cityofcamas.us

Final Decision
Green Mountain Planned Residential Development and Preliminary Plat Application
File Nos. SUB14-02, SEPA14-21, ARCH14-10

Date: July 27, 2015

TO:	City Council	DATE:	**August 3rd, 2015**
PROPOSAL:	A planned residential development for a 1,300* lot master-planned community on 283 acres and a preliminary subdivision (Phase I) to include 201 single detached residential lots on 51.21 acres.		
LOCATION:	The entire project is located north of NE Goodwin Road and northeast of NE Ingle Road in Camas, Washington and comprised of nine tax parcels: 172555-000, 171727-000, 171704-000, 172341-000 are zoned (R-10); 172557-000 and 172553-000 are zoned (MF-10); 173178-000 and 173165-000 are zoned (R-6) and 172559-000 is zoned (CC); and further described as Sections 17, 20 and 21, Township 2 North, Range 3 East of the Willamette Meridian, Camas Washington.		
APPLICANT:	Green Mountain Land, LLC		

PUBLIC NOTICE:	Notice of the first public hearing mailed to property owners within 300 feet of the site on 4/28/2015, and published in the *Post Record* on 4/28/2015, Legal publication #533827. A second notice of the reopened record meeting was mailed to parties of record and property owners within 300 feet of the site on May 29th, 2015. The second notice was also published in the Post Record on June 2nd, 2015.
STATE ENVIRONMENTAL POLICY ACT (SEPA):	The City issued a SEPA Determination of Non-significance (DNS) (file no. SEPA14-21) on March 3rd, 2015. **No appeals were filed**.

APPLICABLE LAW: The application was submitted on **December 30, 2014,** and deemed complete upon request of the applicant on January 29, 2015. The applicable codes are those in effect on the date it was first submitted, and as specified in a development agreement referencing CMC: Title 16 Environment, Title 17 Land Development; and Title 18 Zoning; Specifically, Chapter 17.11 Subdivisions, Chapter 18.07 Use Authorization, Chapter 18.09 Density and Development, Chapter 18.23 Planned Residential Development, Chapter 18.55 Administrative Provisions, and Chapter 3.88 (Impact Fees). A recorded development agreement between the City and the applicant also governs certain requirements of the proposal. [**Note**: Citations from Camas Municipal Code (CMC) are indicated with ***italicized*** **type**.]

***Recorded Development Agreement contains a possible density bonus of an additional 100 lots.

I. Summary

Zoning: Single-Family Residential (R-6), Single-Family Residential (R-10), Multi-Family (MF-10), and Community Commercial (CC)

Proposed Lots: PRD: 1,300 residential and commercial lots

Total site area: 283 acres

Open Spaces: 85 acres

Project History and Background:

In 2007, the City updated its Comprehensive Plan and Zoning map to include additional land to its North Urban Growth Area (NUGA) and developed capital facilities plans (sewer, water, and transportation) for the NUGA as required by GMA. In 2008, the NUGA area was annexed and the pre-annexation agreement created out of that process was soon replaced with a Development Agreement (DA) in 2009 that provided a conceptual framework for the future development of the Green Mountain property. Green Mountain, LLC purchased the property in 2012 and prepared updated technical information for the property. With the expiration of the 2009 DA coupled with the new technical information, a new DA was prepared and approved December 22, 2014 which contains a conceptual Master Plan for a mixed use planned residential development including requirements relating to parks and open space, transportation, tree preservation, planning standards, stormwater, streetscape and significant views for specific areas of the project. Additional history and background of the Development Agreement is set forth in Resolution 1315, Exhibit 55, recording number 5134733 AGR.

Physical Description:

The top of Green Mountain, including its western and southern slopes, stands at the northeast corner of the property. The northern portion of the property is generally forested with moderate to steep slopes and contains multiple terraces and rock outcroppings. The Green Mountain clubhouse and golf course sits on the southern half of the property on gentle to moderate slopes. The southern section also contains numerous wetlands, man-made ponds and ditches, a tributary creek with an adjoining oak grove and a gas transmission line. A BPA power line traverses the entire property. Adjacent to the site, to the north, is the Mountain Glenn subdivision with single-family residences. The site is bordered on the south by NE Goodwin Road and on the west by NE Ingle Road. Immediately to the east is a single-family residence zoned R-6; however County land outside of the UGA abuts a portion of the site to the east and is zoned large lot rural residential.

Proposed Action:

Application has been made to the City of Camas for planned residential development (PRD) and preliminary plat approval for a portion of the Green Mountain area, submitted December 30, 2014 and deemed complete on January 29, 2015 (Exhibit 57). The PRD proposal includes 1,300 single and multi-family residential homes, 8.8 acres of commercial/retail/office buildings, common open spaces, parks, trails, landscaping, associated parking lots, access roads, stormwater and detention facilities, utilities and other related infrastructural improvements. The master plan created development areas ("aka pods") with designated residential densities. The PRD will be developed in multiple phases with subsequent preliminary plat approval processes.

The preliminary plat proposal (City file number SUB14-02), which is Phase I of the PRD, would segregate 51.21 acres of this area into 201 lots lots ranging in size from 3,000 square feet to 15,200 square feet to accommodate front and alley loaded single-family residential homes. The proposal includes various tracts for open space and parks, access and parking, stormwater facilities, and a clubhouse. The proposed

preliminary plat is accessed off of NE Ingle Road and an extensive network of trails meanders throughout the site. The proposal also includes an exception request to the required development standard setback for stormwater facilities fronting rights-of-way. Additional flexibility in lots standards was proposed to coincide with the density and dimensional standards adopted in the Development Agreement. The applicant proposes several different "pods" to provide for a variety of single family detached lot sizes with up to seven different residential densities, not to exceed densities specified in the recorded DA.

This report includes the applicable approval criteria, followed by staff analysis, findings of compliance or non-compliance with the applicable codes and the DA, and a recommendation to the Planning Commission.

Planning Commission Hearing and Recommendation:

The Camas Planning Commission held a public hearing on May 12th, 2015 for this project proposal. Staff provided a detailed staff report and project presentation. The applicant followed with their proposal discussion. Public testimony was provided and the planning commission deliberated and provided a recommendation of approval as conditioned in the staff report including the recommended changes. The planning commission also recommended that the City Council consider negotiating with the applicant for a larger size public park for the project.

The applicant then subsequently requested that the city reopen the record since there was confusion related to public hearing dates as listed on the public notice sign on site. As such, staff posted a new public hearing notice to all of the owners within a 300' radius of the site as well as to all parties of record. The new hearing was held on June 16th, 2015. Additional public testimony was provided and is clearly in the record. The planning commission again deliberated on the project and offered another recommendation of approval with conditions. All of those conditions will be contained herein.

City Council Closed Record Hearing and Decision:

The City Council held a closed record meeting to consider the record on July 20, 2015. All exhibits and records of testimony are filed in the City of Camas. The list of exhibits is attached to this decision. The City Council concluded that the applicants sustained the burden of proof, that the proposed application does or can comply with the relevant approval standards of the Camas Municipal Code for a planned residential development, provided the applicant complies with the conditions of approval recommended by the Planning Commission or warranted by the facts and law to ensure the proposal does comply in fact with those standards. Therefore, the City approves the application subject to the conditions at the end of this final decision.

II. Discussion and Findings for Critical Areas (Title 16) and Sensitive Areas and Open Space

CMC 16.31 Archeological Resource Preservation

Findings: The applicant provided a detailed archaeological report for the PRD in its entirety, and for the first phase subdivision, as per CMC 16.31. Certified mailing labels to the impacted tribes dated December 19th, 2015 were provided with the application (Exhibit 52). The Washington State Department of Archaeology and Historic Preservation (DAHP) provided written comments for the SEPA determination (Exhibit 62). Additional archaeological review will be necessary for future phases of the development. The applicant will be required to coordinate and comply with any applicable DAHP regulations with all subsequent phases of the development prior to construction taking place for all respective phases,as per CMC16.31.050. A condition to this effect is warranted. Additionally, In the event that any archaeological or historic materials are encountered during project activity, work in the immediate area (initially allowing for a 100-foot buffer; this number may vary by circumstance) must stop and the following actions taken:

a. Implement reasonable measures to protect the discovery site, including any appropriate stabilization or covering;

b. Take reasonable steps to ensure the confidentiality of the discovery site; and

c. Take reasonable steps to restrict access to the site of discovery.

The project proponent shall notify the concerned tribes and all appropriate city, county, state, and federal agencies, including the Washington State Department or Archaeology and Historical Preservation. (CMC 16.31.150(D))

Conclusion: As conditioned, this section can be met.

CMC 16.33 Public View, Open Space Protection and Historic Sites and Structures

Findings: The applicant has provided a detailed tree preservation approach with the recorded DA with regards to CMC16.33. Exhibit E in the DA provides a tree preservation strategy for each phase of the development. In total, 4,759 trees, or 50% will be retained for the overall site. Additionally, the site will see additional landscaping provided with the development of the subdivision phases and commercial spaces, in addition to parks development thereby raising the overall tree canopy of the development as it builds out.

The applicant is also proposing to provide an approximate total of 103 acres of open space for the development as a whole, which is close to 33% of the overall site area. Some of the open space will include a trial system, community park space, and natural environmental spaces such as wetlands and tree habitat mitigation areas. This section can be met as proposed.

The site does contain an existing structure that the applicant's archaeologist did recommend should be retained either in place, or elsewhere on site. DAHP did recommend that the structure should be retained, but if not possible then further consultation will be necessary to see if additional documentation of structure is warranted. A condition to this effect is warranted.

Conclusion: As conditioned, this section can be met.

CMC 16.53 Wetlands

Findings: The applicant provided a critical area report (CAR) which complies with the standards of CMC Chapter 16.53 Wetlands and CMC Chapter 16.61, and with additional email correspondences from the Ecological Land Services.

In brief, the applicant avoided impacting the wetland areas to the extent practical, and utilized the provisions for buffer reductions and demonstrated that mitigation of impacts could occur onsite.

The site overall contains several man-made and naturally occurring wetlands as listed in the CAR. The first phase of this development does not propose to fill any jurisdictional wetlands, nor does the first phase contain any jurisdictional wetlands. The applicant does propose to buffer average two buffers related to Wetland D and G. No net loss is proposed for the two buffer areas to be averaged as per the CAR.

The applicant proposes to set aside several areas for wetlands and their respective buffer areas in the development, but it is unclear if they will be contained in tracts. Preserved wetland areas and their associated buffers are required to be placed in tracts, as per CMC 16.51.240. A condition to this effect is warranted. Prior to final plat approval, private covenants will need to be submitted, and must include provisions for proper maintenance and protection of this tract. CMC§16.51.210, allows the city to require adequate protective mechanisms. The city may require permanent fencing and signs adjacent to the critical area tract to act as a clear demarcation between private and common spaces. There are a few areas that will be set aside for tracts that will tie into trail and open space. Clear demarcation along the trail lines shall be in place with signage along the boundaries between wetland boundaries, buffer and

recreational open space. Staff recommends that signs and fencing be installed along the final boundaries between housing lots and wetland areas with their respective buffers and shall be reviewed during engineering review. A condition to this effect will be included with this report.

Future phases that will impact jurisdictional wetland and/or their associated buffers will require additional review and approval by the city with those subsequent applications. A condition to this effect is warranted.

CMC 16.59 Geologically Hazardous Areas

Findings: The PRD site overall does have some areas that trigger a geotechnical review. The applicant has provided a detailed geotechnical report (Exhibit 46). The conclusion of the report is that phase 1 is considered low risk for geo-hazards. There are recommendations contained in the report that suggest having site preparation done in conformance with building code requirement with any excavation and grading of native and fill soils on site for when construction takes place. The applicant also acknowledges that further study is necessary for each respective phase. The applicant shall submit additional geological studies for each subsequent phase of this PRD.

Conclusions: As conditioned, this section can be met.

CMC 16.61 Fish and Wildlife Habitat Conservation Areas

Findings: The applicant's CAR did address the various elements listed in the CMC regarding habitat areas contained in this chapter. A comment letter was received by Washington State Department of Fish and Wildlife (WDFW) through the SEPA comment period (Exhibit 66). The applicant's consultant, Ecological Land Services, provided written responses to each concern raised by WDFW, which are as follows:

Oregon White Oak Habitat

The applicant is proposing to remove 8 oak trees with the first phase of the development that qualify for tree protection. The applicant, through its CAR, is going to mitigate for those trees at a higher replacement ratio than that is required in CMC16.51.120, which is normally 2 to 1. The applicant is proposing to provide Oak Tree mitigation within a buffer of a Category III wetland abutting Phase 1 as depicted in Figure 9 of the CAR. The applicant has also further discussed the oak tree habitat overall for the site with the WDFW, whereby they will look to provide an Oak Habitat Mitigation Bank up front for the rest of the development site to pre-mitigate for this and future phases. A detailed planting, mitigation and monitoring plan will be required to be provided to the city prior to any construction taking place on site. A condition to this effect is warranted.

Green Mountain Biodiversity Area

There has been some debate as to the accuracy of Clark County's mapping of a forested area in phase 1 if it qualifies as a Biodiversity Area. According to ELS, the young, deciduous forested area in the northern part of Phase 1 doesn't meet the definition of Biodiversity Area. If this conclusion is supported by WDFW the city will not require additional conditions for phase 1.

There are other areas within the PRD overall that do have mapped Biodiversity distinction that will require further review and analysis for those respective phases.

Townsend's Big-eared Bat

The developable portions of Phase 1 do not contain topography suitable for caves. According to the applicant, WDFW's main concern was potential habitat outside of the Phase 1 project area, but within the PRD. This area will need to be surveyed by WDFW and ELS biologists prior to any development in the potential habitat area.

Bradshaw's Lomatium

The documented Bradshaw's lomatium is outside the boundaries of Phase 1 and the PRD. The closest known location is about 0.25 miles from the nearest PRD boundary. According to ELS, WDFW didn't believe that there was suitable habitat within Phase 1 or the PRD for the lomatium, concurring with findings by ELS biologists and onsite maintenance staff knowledgeable about plants.

Conclusion: As conditioned, this section can be met.

III. Discussion and Findings for Preliminary Plat Criteria of Approval (CMC17.11.030)

The italicized text in boxes is the criteria of approval for preliminary plat applications per CMC§17.11.030(D) (**1 through10**).

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;

The applicant's narrative at pages 17 and 18 identifies that the proposed subdivision is in conformance with the Camas Comprehensive Plan (Comp Plan), 2014 Parks, Recreation and Open Space Plan (Parks Plan), Neighborhood Traffic Management Plan (NTM Plan) and any other city adopted plans.

The proposed subdivision will help accommodate the projected growth through well-planned 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. The mixed-use urban village will allow for economic development opportunities and will be well integrated into the surrounding development. The parks and open space needs can be met with the development of park land and trail networks, in addition to preservation of open space and natural areas. Many of these elements were addressed in the DA.

PARKS AND OPEN SPACE PLAN: The applicant proposes to provide for open space and parks by utilizing five components to their development.

- Open Space Area: The applicant is proposing to retain approximately 33% of the site in open space both for active recreation and natural space preservation.
- Community Trail System: The trail system is proposed to have both regional and neighborhood trail networks. The required regional T27 Trail is shown to navigate through the entire development largely using the BPA easement. The applicant is proposing that the T27 trail will be 8' wide paved at the central park area then taper down to 6' paved where the grade goes up to 8%, then down to 4' compacted gravel surface over 8% in terrain. The applicant also proposes to provide neighborhood trails T29 and T30. Those trails are proposed to be 6' in width with compacted gravel surfacing from flat up to 8% grade, and 4' wide compacted gravel over 8% in grade. Over 3 miles of trails are proposed overall.
- Central Community Open Space and Park: In the center of the development is the proposed 14 acre central park. Five acres of which will be used for active recreational area to include appropriate amenities including, but not limited to playground equipment, open lawn area to accommodate field space, paved sport courts, water features, restrooms, and site furnishings to name a few.

- Residents' Clubhouse: The applicant is also proposing a private club house for use of the residents. The clubhouse will contain an outdoor pool, meeting rooms, lounge and will be owned and maintained by the HOA.
- Landscape Master Plan Components: The overall development will have a comprehensive landscape plan that will help tie the community's sense of place together.

Staff met with the parks development review committee on March 13th, 2015 to discuss the project. The following are a summary of comments from the review committee.

- Project appears to plan for the appropriate trails, public viewing area atop Green Mountain, and a neighborhood park as called for in the Parks and Open Space Plan. The committee appreciated seeing regional trail connection that is tied into the local community as well as seeing the development of viewing areas atop Green Mountain. (In discussions with a rep. of the applicant, the top of Green Mountain is heavily forested. The City has identified the desire to protect the natural backdrop of Lacamas Lake including Green Mountain). Additional discussion on balancing a viewing area with the natural backdrop should occur with the committee prior to final construction plan approvals on the GM trails.

- The committee was concerned with construction of trails on steep slopes. It was noted the plans indicate slopes up to 16% which they felt were too steep. They recommended that the design minimize slopes and not exceed 8- 12% except where it is determined to not to otherwise be practicable.

- Where trails cannot meet ADA, the committee is interested in offsetting this with design efforts elsewhere to incorporate ADA accessibility in trail design, picnic areas, viewing platforms, etc.

- The committee would like to see the trail on Green Mountain connect to the adjacent County lands and would like to see this coordinated with the County Parks Dept. This will coincide with the Clark County Parks Department's request that the proposed development contain trail linkages to the County Parks area trails that abut the site.

- The location of the park within the community is supported. There is some concern as to the amount of usable area and how it ultimately is improved. The connectivity of the park to the larger trail networks is applauded. The Parks Board will ultimately need to be involved in the review of the Park Design and improvements. The Park would be a City Park and the Committee would support improvements being Impact Fee Creditable.

- The committee is interested in walking the site with the developer at some point prior to finalizing construction plans.

Essentially, the applicant has clearly provided some thought towards the implementation of the necessary parks and open space requirements based on the parks master plan. They have also provided some additional elements that help make the project become more innovative in design than standard subdivisions. It is unclear, however, what the intent for development and final ownership of the five acre neighborhood park proposed in phase 1. The neighborhood parks element in the parks master plan envisions a city owned Public Park to serve the area. The design, development and parks credit plan for the five acre central park shall be finalized prior to final plat approval for phase 1. Taking into consideration the comments from the parks committee, and the required trail design standards as listed in the Parks Master Plan, staff will provide conditions as appropriate to ensure trail and parks development compliance.

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

The submitted Transportation Impact Analysis (TIA) clearly demonstrates that this threshold will be exceeded with the first phase of development.

The applicant has not identified traffic calming features other than the narrowed entry street and the majority of internal streets at 28 feet wide. Currently, there is no discussion of traffic calming elements for the remainder of Planning Pod 1 or the other six Planning Pods within the development, but it is expected to be addressed with the civil plans for those phases once submitted.

A condition of approval requiring installation of traffic calming elements in the number, type and location acceptable to the city engineer is warranted.

Prior to final engineering plan approval for any phase the applicant shall install acceptable traffic calming elements in the number, type and location deemed necessary by the City Engineer.

Staff finds that as conditioned the applicant can or will comply with the city's NTM plan.

Findings: Staff finds that the project as conditioned can be consistent with the city's comprehensive plans.

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;

Findings:

Water:

There is an existing 8" dead end water line in NE Ingle Road that currently serves the golf course and clubhouse. In 2013 the city performed some limited water modeling at the applicant's request to determine available fire flows under various scenarios (see Technical Memorandum from Gray & Osborne, Inc. dated November 20, 2013 - exhibit #77).

The modeling showed that the existing system (and future 8" diam. extensions) can only provide adequate fire flows for the lower, southerly portion of the site near NE 28th Ave.

Fire flows were not adequate in the middle and northerly portions of the site without upsizing portions of the system as shown by the modeling results of scenario #2. With those improvements, adequate fire flow was only provided for a portion of proposed Phase 1 up to an approximate elevation of 270 to 280 feet.

Under scenario #3 adequate fire flows were provided for elevations of the site at or below 370 feet in elevation. In order to serve the portions of the site above 370 feet in elevation a booster pump station will need to be constructed.

Per the applicants Phase 1 grading plan it appears the highest lot elevation is approximately 330' on Lot #'s184 &185 in Phase 1H. Staff would note for the record that all lots in Phases 1A through Phase 1E appear to be located at or below 250 feet in elevation.

Prior to final engineering plan approval for any phase the applicant shall demonstrate that adequate fire flows are available for the lots proposed. A condition of approval to this effect is warranted.

Prior to final engineering plan approval for any phase the applicant shall demonstrate to the city's satisfaction that the proposed water system improvements being installed will provide adequate fire flows for the lots proposed.

Per Chapter 8 of the city's Water System Plan of June 2010 (WSP), multiple projects are identified for the Green Mountain area. The WSP identifies a future developer driven booster pump station (DE-5), a water storage facility (S-6), a 24" diameter transmission main (T-7) and a 12" developer funded NUGA transmission main (N-1) on or adjacent to the subject property. Some of these elements may be modified by the city depending on a number of factors including topographical issues. The applicant shall coordinate with the city through final engineering to determine the need, location and installation of these improvements as will be conditioned below.

To conform with the City's 2010 WSP, a condition of approval specifying the applicant's responsibility to design and construct the T-7 and N-1 transmission mains shown within and adjacent to the PRD per the WSP is warranted. Construction of the transmission mains through the PRD site and up to the water storage facility S-6, as applicable based on the final determination of it's location, must be completed prior to final plat approval of the phase(s) the mains are located within or adjacent to, or to the extent necessary to achieve adequate fire flows. Additionally, a condition of approval specifying the applicant's responsibility to design and construct Booster Pump Station DE-5 is warranted. The Booster Station shall be constructed prior to final plat approval for any phase that has a lot located above 370 feet in elevation.

As noted above, the 2010 WSP identifies Reservoir S-6 located within the applicant's site. Due to the uncertainty regarding timing for the need for additional storage in the City's water system and in consideration of the size of the project, a condition is warranted requiring dedication of land suitable for construction of a 2.0 million gallon reservoir, if it's determined by the City that the location of the reservoir will be on the Applicant's site. Design and construction of the reservoir itself would be completed by the City. If it's determined that S-6 is to be located on the site, prior to Final Masterplan approval, the City and applicant shall enter into an agreement specifying the location and size of the land dedication for the reservoir and specifying timing of the required land dedication.

Prior to Final Masterplan approval, the City and applicant will determine the sizing and location of water facilities and any needed land for dedication for a reservoir. If it's determined that land is needed the City and applicant shall enter into an agreement specifying the location and size of the land dedication for the reservoir and specifying timing of the required land dedication.

<u>Water wells, septic tanks and septic drain fields</u>

It is unclear to staff if there are existing water wells on site as they are not identified on the existing conditions plans or in the application materials. Staff would note that CMC 17.19.020 (A 3) requires abandonment of existing wells, septic tanks and septic drain fields. Existing water wells shall be properly abandoned in accordance with State and County guidelines prior to final plat approval for the phase they may be located in. Transfer of any existing water rights to the City of Camas will also be required as part of the abandonment. A condition of approval to this effect is warranted.

> Existing water wells shall either be properly abandoned in accordance with State and County guidelines prior to final plat approval or used exclusively for irrigation (nondrinking) purposes for the golf course or environmental mitigation areas. The city and the applicant shall explore the option at

the cessation of operation of the golf course of transferring water rights to the city for fair market value.

Staff finds that as conditioned the applicant can and will provide water system improvements consistent with the city's Engineering Standards and WSP.

Storm Drainage:

Staff would note for the record that although there are provisions for regional stormwater facilities in the DA at Section 6 and at CMC 17.19.040 (C 3a), the facilities proposed do not appear to provide a regional function.

The applicant has submitted a preliminary stormwater Technical Information Report (TIR) and storm plan for Planning Pod 1 (201 lots) consistent with the requirements of CMC 14.02, CMC 17.11.030 (B 8) and the Camas Stormwater Design Standards Manual (CSDSM).

For Planning Pod 1, the applicant is proposing 3 wet ponds for water quality and quantity control. The proposed wet ponds will provide phosphorus control in addition to basic treatment in accordance with the requirements of Section 5.04 of the CSDSM.

Two of the wet ponds do not meet the location requirements of CMC 17.19.030 (F 6) in that they are not setback a minimum of 30 feet from the street. The third wet pond will meet the minimum street setback requirement.

The applicant is requesting an exception to the requirements of CMC 17.19.030 (F 6) for the two wet ponds located on each side of the entry drive and adjacent to NE Ingle Road (Tracts A & H). The proposed locations are at or near the low point of Planning Pod 1 but are not located at the low point of the subject property.

Staff finds that the requested exception to the requirements of CMC 17.19.030.F.6 may be warranted provided the applicant be required to include enhanced landscaping, screening and fencing acceptable to the city prior to final engineering plan approval of any phase. A condition of approval to this effect is warranted.

Enhanced water quality and quantity control facilities landscaping, screening and attractive fencing style acceptable to the city shall be included on the final landscaping plan prior to approval of any phase.

Staff finds that as conditioned the applicant can or will provide adequate stormwater drainage for Planning Pod 1.

Erosion Control:

Adequate erosion control measures will be provided during the site improvements contemplated for this PRD in accordance with adopted city standards. The Erosion Sediment Control plans will ultimately be submitted to the city for review and approval prior to any ground disturbance.

CMC 17.21.030 requires submittal of an erosion control bond for ground disturbances of one acre or more.

Additionally, the applicant will prepare a Stormwater Pollution Prevention Plan (SWPPP) as part of their application for their general construction stormwater permit that is required through the Washington State Department of Ecology for ground disturbances of over one acre.

Staff finds that adequate provisions for erosion control can or will be made.

Sanitary Sewage Disposal:

Currently there is no public sanitary sewer system serving the Green Mountain area of Camas. The nearest sewer line is a 6" diameter STEP force main (no solids) that serves the LaCamas Lake Trailhead restroom facility located at NW Alexandria Lane and NE Goodwin Road approximately 2,200 feet southwest of the intersection of NE Ingle Road and NE Goodwin Road.

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

The subject property is located in Basin 1 as shown in the Sewer Plan. As described above, Basin 1 is shown in the Sewer Plan to be permanently serviced by the regional pump station and force main system along the north side of LaCamas Lake. The Applicant and the City have been working diligently over the last year to develop a design and financing plan to construct the permanent traditional gravity system as quickly as possible. It is currently anticipated that the City will design and construct the permanent system with a financial contribution by the applicant. However, to date, a final agreement has not been reached regarding the applicant's proportionate share or other responsibility for constructing the permanent system. As such, a condition is warranted to require the applicant to enter into an agreement with the City relating to sewer facilities that will provide for, among other things, the construction, general financing and timing of the construction of permanent sewer facilities that will serve the PRD.

Recognizing the size and extent of the permanent system, the Sewer Plan also provides for a temporary connection south to the city's existing STEP force main located within NE Goodwin Road at Alexandria Lane. The Sewer Plan provides the following guidance with respect to a temporary connection:

"As an interim stage, prior to full development, the possibility of temporarily partitioning off flows from developments within Basins I and II to the existing STEP system to the southwest is also addressed. Discharge to the STEP system should be temporary because flows from NUGA were not included in the original design of STEP conveyance, and high operation and maintenance costs and unfavorable downstream impacts to conveyance and WWTP facilities have led the City to conclude that further expansion of the STEP service is undesirable."

Since timing of the permanent system on the north side of LaCamas Lake is uncertain, should the permanent sewer system not be in place prior to engineering approval of Planning Pod 1, Staff finds there is adequate capacity in the existing STEP system on the south side of LaCamas Lake to temporarily serve approximately 300 ERU's which will provide service to the 201 lots included with the Phase 1, Planning Pod 1 of the Green Mountain PRD. . The applicant shall be responsible for constructing all on and off-site improvements necessary for the temporary system to serve their site. A condition of approval to this effect is warranted.

Additional Phases of the development beyond Planning Pod 1 will be required to direct conventional gravity sanitary sewer flows to the east and south along the north side of LaCamas Lake per the Sewer Plan. Should the permanent sewer system on the north side of LaCamas Lake not be constructed prior to engineering approval of subsequent phases, the City may accept additional sewer flows into the existing STEP system provided the applicant shows and the City confirms that there is adequate capacity in the STEP system at the time of engineering approval for each subsequent phase. In this scenario, the applicant shall be responsible for designing, constructing and permitting all improvements to continue using the STEP system. A condition of approval to this effect is warranted.

Proposed Condition: The applicant shall enter into an agreement with the city that will provide for the construction, general financing and timing of the construction of permanent sewer facilities that will serve the PRD. The applicant will be responsible for constructing all on and off-site improvements necessary for the temporary system to serve their site including abandonment and/or decommissioning of the large

community septic tanks. Should the permanent sewer system on the north side of LaCamas Lake not be constructed prior to engineering approval of subsequent phases, the City may accept additional sewer flows into the existing STEP system provided the applicant shows and the City confirms that there is adequate capacity in the STEP system at the time of engineering approval for each subsequent phase. In this scenario, the applicant shall be responsible for designing, constructing and permitting and abandoning/decommissioning all temporary improvements to continue using the STEP system.

The applicant is proposing to construct a sanitary sewer pump station near the intersection of NE Ingle Road and NE Goodwin Road on a city owned parcel. The Sewer Plan identifies a regional pump station at this location to serve portions of the NUGA it is feasible that the pump station may be used to provide both temporary and permanent service to the PRD. As such, portions of the pump station that may be used permanently could be a creditable improvement as it is intended to serve the entire basin.

If a regional pump station is proposed and constructed the applicant will need to enter into an agreement with the city that identifies the required improvements and what portions of the system improvements are creditable or reimbursable. A condition of approval to this effect is warranted.

Prior to installing a regional pump station the applicant shall enter into an agreement with the city that specifies the required pump station improvements and how the improvements will be credited and/or reimbursed.

As part of the temporary connection to the STEP system, the applicant will also be required to provide a solids retention system acceptable to the city as the existing STEP system is only suited to handle effluent flows (no solids). The applicant is proposing large underground community septic tanks that will allow the solids to settle out of the sewer prior to reaching the pump station. The proposed tank locations are shown in exhibit 71. One tank is proposed in the central park south of the proposed club house. The other two proposed tank locations are east of and adjacent to the two wet ponds located on each sides of the entry road.

Prior to final engineering plan approval for any phase the applicant shall be required to supply a sewer basin analysis and appropriate tank sizing and anti-buoyance calculations acceptable to the city. Additionally, the applicant will be required to complete an odor control analysis and provide odor control facilities for the large septic tanks and effluent line flowing to the pump station. The entire temporary system shall be designed and constructed such that the septic tanks may be abandoned or removed so the subdivision may be served via a conventional gravity system. Because the septic tanks provide a temporary service, the applicant shall be required to maintain all tanks according to the manufacturer's recommendations and City standards. Conditions of approval to this effect are warranted.

Staff finds that adequate provisions can or will be made for water, storm drainage, erosion control and sanitary sewage disposal which are consistent with the Camas Municipal Code, the Water System Plan, the General Sewer Plan Amendment and the Camas Design Standard Manual.

Conclusion: As conditioned, this section can be met.

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;

Findings:

Roads:

NE Goodwin Road/NE 28th Street and NE Ingle Road are existing public roadways adjacent to and serving the subject property. These roads are rural in nature and do not include bike lanes, sidewalks, street lighting, turn lanes or other urban improvements.

NE Goodwin Road/NE 28th Street have a functional classification of arterial in the 2012 Traffic Impact Fee (TIF) update. The TIF designates NE Goodwin Road west of NE Ingle Road as a 5 lane arterial and as a 3 lane arterial east of NE Ingle Road. NE Ingle Road is classified as a collector street.

The TIF also identifies NE Goodwin Road/NE 28th Street east of NE Ingle Road as a North District TIF creditable improvement. Installation of a traffic signal at the intersection of NE Goodwin Road & NE Ingle Road is also TIF creditable.

As subsequent Planning Pods are developed adjacent to NE Goodwin Road/NE 28th Street and/or when traffic conditions warrant the signal, the applicant will be responsible to provide those improvements.

Prior to installing TIF eligible improvements the applicant shall enter into an agreement with the city that specifies the required improvements, the cost of those improvements and what portions of the improvements are creditable or reimbursable. A condition of approval to this effect is warranted.

Prior to installing half width street improvements along NE Goodwin Road/NE 28th Street or installing a traffic signal at the intersection of NE Goodwin Road & NE Ingle Road, the applicant shall enter into an agreement with the city specifying the improvements to be installed, the cost of those improvements and what part of the improvements are creditable or reimbursable. Right-of-way (ROW) dedication along NE Ingle Road and NE Goodwin Road shall be of sufficient width to provide a minimum paved width of 43' which shall include an 11' wide center left turn lane, two 5' wide bike lanes and two 11' travel lanes. Interior roadways, with the exception of the entry roadway, shall include ROW widths of 60' and/or 52' with respective paved widths of 36' and 28' for all interior streets with the exception of the entry roadway that is proposed at 74' ROW width with a landscape median island.

Internal street connections

Currently there is not an internal street connection proposed to the northerly half of the site. Planning pods B4, E4, F1a, F1c, F2, F3, F4 and G, a total of 69 acres of developable land, will be served by only one access point located at pod B4. These pods are located on the steeper portion of the site. Details as to final street grades, locations, etc. are not yet detailed enough to determine if the development as proposed will provide safe and reliable access during inclement weather including snow and ice events.

Planning pod F1b appears to be a stand-alone 2 acre pod with a separate access off of NE Ingle Road. This pod does not appear to be connected to other pods of the development by internal roadways or by the community wide trail system.

The northerly portion of this development appears to be a standard subdivision that is benefitting from the flexibility of the PRD provisions of the code.

The applicant has provided one layout at the Planning Commission hearing whereby they claim that to build an internal road connection to the northerly part of the site is impractical. However, there may still be some alternative layouts where some vehicular roadway connection could be made. Staff recommends that the applicant demonstrate to the city's satisfaction that this connection is not feasible. A condition of approval to this effect is warranted.

The applicant shall demonstrate to the city's satisfaction that it is not feasible to provide an internal street connection to the northerly portion of the site.

Study area intersections of concern

The applicant has provided a Traffic Impact Analysis (TIA) that evaluated the existing roadway system, traffic volumes, speeds, and crash history of the adjacent roadways and select intersections in the vicinity of the site. The TIA evaluated traffic operations based on Planning Pod 1 buildout in 2018 and the Master Plan buildout in 2029. The studied intersections fall within three jurisdictions; namely City of Camas, City of Vancouver and WSDOT.

NE 199th Ave. & NE 58th St. (SR-500)

Per the TIA this intersection located north of the site was identified with high crash rate for eastbound turning movements and under existing conditions currently meets WSDOT guidelines for an eastbound right turn lane.

Construction of a right turn lane at this location could require right-of-way acquisition and would likely impact one or more driveways. Planning Pod 1 at buildout will contribute 27 eastbound right turn trips at this intersection (18% of all turns). At full master plan buildout the development will contribute 138 eastbound right turns (73% of all turns). Given the small impact of Phase 1 no improvements were recommended in conjunction with Phase 1.

Staff finds that a nexus might ultimately be established between requiring construction of an eastbound right turn lane on NE 58th Street at NE 199th Avenue as traffic volume increases attributable to the proposed master plan development based on level of service and delay at the intersection.

Future preliminary plat applications should provide an updated TIA with an assessment as to the potential need for providing a right-turn taper or lane at this intersection. A condition of approval to this effect is warranted.

Prior to preliminary plat approval of each additional Planning Pod or phase the applicant shall submit an updated assessment as to the potential need for providing an eastbound right turn taper or lane at the intersection of NE 58th Avenue at NE 199th Street.

NE Goodwin Road/NE Ingle Road

Per the TIA, this intersection has a high crash history. The TIA makes several recommendations that will help improve safety at this intersection as follows:

- The TIA recommends relocating the stop bar on NE Ingle Road approximately 20 to 25 feet further south to improve sight distance with the initial site improvements of the first phase.

- The TIA recommends installing an eastbound left turn lane on NE Goodwin Road at NE Ingle Road with a minimum 100' of storage with the initial site improvements of the first phase.

- The TIA recommends installing a westbound right turn lane on NE Goodwin Road at NE Ingle Road with a minimum of 100' of storage prior to occupancy of the 203rd home.

- The TIA recommends that subsequent preliminary plat applications include an analysis of traffic operations at the intersection of NE Goodwin Road & NE Ingle Road and when warranted require the developer to install a traffic signal.

Conditions of approval to these effects are warranted.

- Prior to Final Acceptance of the first phase of improvements the applicant shall relocate the stop bar on NE Ingle Road as detailed in the construction plans and as directed by the city.
- Prior to Final Acceptance of the first phase of improvements the applicant shall install an eastbound left turn lane with a minimum 100' storage in NE Goodwin Road at NE Ingle Road.

- Prior to Final Acceptance of any phase that will yield a total preliminarily platted total of 203 or more homes, the applicant shall construct a westbound right turn lane with a minimum 100' of storage in NE Goodwin Road at NE Ingle Road.
- Half street improvements along the applicant's property frontage of Ingle Road shall be constructed in a manner to provide a minimum width of 43 feet of pavement.
- Subsequent preliminary plat applications shall include an updated TIA that analyzes traffic operations at the intersection of NE Goodwin Road & NE Ingle Road and when warranted the developer shall install the signal.

NE 192nd Avenue/NE 13th Street

Under existing conditions this intersection operates acceptably with the exception of the morning AM peak hour for southbound left turns on NE 192nd Avenue associated with students attending the Union High School.

The TIA projects that this intersection will not meet the City of Vancouver's LOS requirements in the 2029 background condition (completion of Planning Pod 1 only) or the 2029 total traffic condition (at full master plan buildout).

The TIA indicates that NE 192nd Ave is a 5 lane arterial TIF eligible route in the City of Vancouver. In the event that NE 192nd is widened to 5 lanes through the intersection of NE 13th Street the intersection will meet the City of Vancouver's intersection minimum LOS requirements. To mitigate total traffic conditions a westbound right turn lane on NE 13th Street would also be required. In the event that NE 192nd Ave is not widened a northbound right turn land and a westbound right turn lane would be sufficient to mitigate the 2029 total traffic condition.

As the timing of corridor improvements on NE 192nd Ave. are unknown the TIA makes a recommendation that the developer be required to provide a proportionate share contributions to the City of Vancouver towards the construction of a northbound right turn lane on NE 192nd Avenue and an westbound right turn lane on NE 13th Avenue. Details of the proposed proportionate cost sharing methodology are include in Appendix "M" of the TIA. A condition of approval to this effect is warranted.

The applicant shall be conditioned to make the payment based upon this record with the City of Vancouver for proportionate share contributions towards the construction of a northbound right turn lane on NE 192nd Ave. and a westbound right turn lane on NE 13th Street. The agreement shall specify when proportionate share payments are triggered and the amount of those payments.

NE 242nd Avenue/NE 28th Street

Per the TIA this intersection currently meets WSDOT's guidelines for a left turn lane on the eastbound approach under existing conditions. At buildout of Planning Pod 1 the TIA finds that no eastbound left turn trips will be added to this intersection from the proposed development. At full master plan buildout the TIA projects that this development will add 9 eastbound left turns at this intersection.

Staff finds that the traffic impact fee payments made by this development for Phase 1 and future phases of the project will mitigate development impacts at the intersection and therefore require no additional mitigation.

Access spacing on NE 28th Street

As noted previously, NE 28th Street is designated as an arterial street. Intersection access spacing requirements for an arterial are a minimum of 660' to a maximum of 1,000 feet.

The proposed entry road into Planning Pod 3 off of NE 28th Street should be located a minimum of 660 feet to the west of the east project boundary in order to allow adjacent parcels to the east maximum

opportunities to locate their site access off of NE 28th Street. A condition of approval to this effect is warranted.

The applicant shall locate the proposed entry drive into Planning Pod 3 off of NE 28th Street a minimum of 660' west of the project's east boundary.

Alleys &Cul-de-sac's

The applicant is providing a number of alley loaded lots. Staff would note for the record that in accordance with CMC 17.19.040 (A 6) alleys are to be privately owned and maintained. The applicant is proposing a 20' tract width for the alleys where the code only requires an 18' Tract width. The code also requires a minimum paved width of 16'. The applicant shall meet or exceed the minimum alley requirements noted in the CMC. A condition of approval to this effect is warranted.

The applicant is also proposing several cul-de-sac's. The application materials show cul-de-sac radii at 40'. Staff would note for the record that per the CDSM the minimum ROW radius for a cul-de-sac where parking is prohibited is 43' with a minimum paved radius of 35'.

The applicant shall meet or exceed the minimum alley Tract and paved width requirements of the code. Cul-de-sac ROW radii shall meet the minimum 43' width of the Camas Design Standards Manual.

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

The applicant can or will make adequate provisions for utilities as shown on the Preliminary Development Plans.

LED Street lighting will be installed along all street frontages within and adjacent to the proposed development.

CMC 17.19.030 (F 1) requires the applicant to install one 2 inch diameter tree in the front yard of each lot. The location of these trees should be shown on the final site improvement plans along with the enhanced landscaping to screen the stormwater facility. The applicant will also be required to provide acceptable fencing and landscaping along NE Ingle Road and NE Goodwin Road in accordance with CMC 17.19.040 (B 11c). The proposed fencing, landscaping and street tree plantings shall be included with the final engineering plan submittal for the site improvements. A condition of approval to this effect is warranted.

Prior to final engineering plan approval for any phase the applicant shall include a landscaping plan that details the location, number, plant species proposed, planting notes, fencing notes and associated details.

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

Conclusion: As conditioned, this section can be met.

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

Findings and Conclusions: The applicant, through the final platting process shall make provisions to dedicate appropriate right of way, easements, and reservations as conditioned herein. This section can be met as conditioned.

5. The design, shape and orientation of the proposed lots are appropriate to the proposed use. In addition to meeting the minimum lot size density requirement, each residential lot must provide a

building envelope that allows a building that at least conforms to the developers own building restrictions (CC and R's). Therefore corner lots, lots with easements, or lots with environmental constraints may have to be larger than other lots in the subdivision;

Findings:

Design and Shape of lots: The proposed layouts of the lots in Phase 1 are based on the general pod layout for the overall PRD and contain lots from Pods D, C, and E. As discussed in the narrative on pages 8-12; the different Pods have densities and dimensional standards relative to current city zoning designations. These Pods are intended to have some flexibility built into them with regards to setbacks, housing type, and a range of dimensional standards. The pods for A, B and C are intended to be in line with higher density standards in the code (MF-10, 18, and 24), and pods D, E, F and G are modeled after zoning districts R-5, 6, 7.5, and 20 respectively. Pod standards for A, B and C were approved in the Development Agreement. The remaining pods are proposed with the PRD application.

As proposed, the lots contained in phase 1 generally comply with the applicant's own proposed lot standards table with the exception of the following lots. Pod D lots are supposed to have a maximum lot size of 7,600 square feet based on the applicant's dimensional table, which leaves lots 121, 141 and 168 as being too large. Lots located in Pod E have five lots that are too large based on the applicant's own table (182, 183, 184, 185, and 191). Staff recommends that the applicant either modify those lots, or provide a modified dimensional table that addresses maximum lot sizes. If the table is modified there should be a footnote that indicates that regardless of maximum lot size, and overall density for that respective Pod shall be maintained for this and all future phases.

Lots 70-75 are proposed to have vehicular access off of the alleyway shown and frontage and pedestrian access off of two access tracts (C and E). While staff supports the concept, there is a question as to how future lots in Pod B1 will interact with lots 73-75. The goal will be to ensure compatible integration between the two Pods. The applicant will need to provide this assurance when developing the future phases.

All lots that take access off of alleyways shall ensure that the fronts of the houses face public and private streets and access tracts. A condition to this effect is warranted.

As will be discussed further in section 18.23.110 of this report, the applicant has only shown layouts for lots contained in phase 1. No other phase or their respective pods have been proposed to have any lot or road layout. As such it is difficult to determine overall internal and abutting compatibility of the phases as they related to a master plan. That said, the applicant has worked in good faith towards developing a master plan with the city. As such, the city will allow for a more detailed final master plan to be submitted prior to the final plat approval for phase 1.

Conclusions: As conditioned herein, this section can be met.

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

Findings and Conclusions:

SALES OFFICE USE: The application did not propose a sales office for the development. The absence of approval of a sales office consolidated with this Type III hearing, will limit a sales office at the time of development to six months as a Temporary Use per CMC§ 18.07.040 Table 2(Note 4). The applicant may provide for the contingency that a sales office may be necessary for longer than six months. Staff finds that special conditions for the installation, use and removal of the sales office are appropriate in accordance with CMC§18.43.050(F), and are provided with this report if the applicant is in agreement.

PHASING: Pursuant to CMC17.11.040, a phasing plan "shall be submitted at the time of preliminary plat approval". The applicant has shown a phasing plan in both the DA and with the PRD application thereby meeting this section.

Staff finds that the development can be conditioned to meet the relevant requirements of zoning and phasing.

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

See section 3 listed above.

8. Appropriate provisions for maintenance of privately owned common facilities have been made;

Finding and Conclusion: The applicant has provided a draft copy of CC&R's with the application, which will provide maintenance guidelines and requirements for the private facilities. This section can be met.

9. Appropriate provisions, in accordance with RCW 58.17.110, are made for: 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 walking conditions for students who only walk to and from school; and the public use and interest will be served by the platting of such subdivision and dedication.

Finding and Conclusion: The applicant is proposing privately owned and maintained tracts for stormwater facilities, off-street parking and open spaces. The internal roadways are proposed to be dedicated as public roadways and some private. The applicant is providing adequate and appropriate utilities for stormwater, water, and sanitary sewer that will also be dedicated to the public. An internal public trail and a neighborhood park consistent with the 2014 Parks, Recreation and Open Space Comprehensive Plan will be provided by the applicant. The applicant will also provide sidewalks with the proposed street construction to provide adequate pedestrian mobility. This section can be met as proposed.

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.

Findings and Conclusion: Staff finds that the preliminary subdivision application can or will be consistent with the requirements of the Camas Municipal Code, the City of Camas comprehensive plan, SEPA requirements and the previously approved Development Agreement as modified by the proposed conditions at the conclusion of this report.

IV. Discussion and Findings for Planned Residential Development Criteria of Approval CMC18.23.030, Approval Standards CMC 18.23.100, and Relationship to adjacent areas.

CMC 18.23.030.A-H Planned residential developments shall be established under the following criteria:

A. A PRD may be allowed in all R and MF zoning districts.

The overall site for the proposed PRD has 267.5 acres of residentially zoned land and 15.8 acres of commercial. In anticipation of this PRD, the applicant worked with staff to revise the CMC to allow for

contiguous commercial land to be part of the PRD pursuant to Ordinance 15-008 (Exhibit 75), which was adopted on March 16th, 2015.

This section can be met as proposed.

B. The minimum land area necessary to apply for a PRD shall be ten acres of contiguous land.

The overall site is 283 acres in area thereby meeting this section.

C. All land in which a PRD is to be developed shall be held and maintained in a single ownership, including but not limited to an individual, partnership, corporation, or homeowner's association. Evidence of such ownership shall be provided to the planning commission and city council before PRD approval.

All records provided to the city by the applicant provide certification that the 283 acres are under one ownership. This section can be met.

D. Permissible uses within a PRD include any use listed as a permitted use or conditional use in the applicable zone, as per CMC Section 18.07.040 Table 2, when approved as part of a master plan. Notwithstanding an approved master plan, incidental accessory buildings, incidental accessory structures, and home occupations may be authorized on a case by case basis.

The Development Agreement that accompanied this application did vest the applicant with the codes in effect at the time of recording, which was the end of 2014. This section can be met as proposed. However, if there are future uses proposed in either the residential or commercial sections of the development that will require conditional use permits, then appropriate review and approval from the city will be required. A condition to this effect is warranted.

E. A minimum of fifty percent to a maximum of seventy percent of the overall permitted density of the PRD must be single family homes.

The mixture of densities and housing types proposed by the applicant will comply with this section. The applicant's narrative on page 13 addresses this requirement. As proposed, this can be met.

F. The multifamily component (two or more attached dwelling units) of a PRD shall ideally be developed toward the interior of the tract, rather than the periphery, to ensure compatibility with existing single-family residences that border the surrounding properties. Deviation from this requirement shall be requested during the preliminary master plan review, and specifically approved by the planning commission and city council.

The overall general layout for the PRD has been approved through the Development Agreement. Overall, the layout does essentially higher density, multi-level units surrounding the commercial core. The units and densities do then transition out to lower densities as you head north and east on the site. As proposed, the higher density multi-family units are not directly on the periphery. This section can be met as proposed.

G. Density standards and bonuses for a PRD shall be in accordance with CMC Sections 18.23.040 and 18.23.050.

This section was addressed through the recorded DA. As such, this can be met as proposed.

H. An equivalent amount of up to twenty percent of the developable area shall be set aside and developed as recreational open space in a PRD, and shall include the following:

1. Passive or active recreation concentrated in large usable areas;

2. Provide trails and open space for connection and extension with the city's open space and trail plan, if feasible; and

3. Be held under one ownership, and maintained by the ownership; or be held in common ownership by means of homeowner's association, and maintained by the homeowner's association. The open space and recreation areas shall be dedicated for public use and be maintained by the ownership or homeowners' association.

As evidenced earlier in this report and in the applicant materials, the applicant has set aside close to 33% of the site for open space. This includes usable park space, trails, and natural open areas such as wetlands. As will be conditioned herein, open space areas for stormwater tracts, wetlands and other common areas will be maintained by the homeowners association with provisions for maintenance to be listed in CC&R's.

The trail system proposed is extensive through the site. The city's comprehensive parks plan anticipates a public regional trail in the area (T27) and neighborhood trials (T29 and T30). As discussed earlier in this report, the parks and open space component can be met through the proposal and conditions contained herein.

CMC 18.23.100.A-H Approval for a PRD shall be based on the following standards:

A. The proposed PRD conforms to:

1. The City of Camas' comprehensive plan;

2. All provisions of the Camas Zoning Code which are not proposed for modification;

3. Engineering design standards; and

4. Any other applicable city, state, federal regulations, policies, or plans, except those standards proposed for modification.

Findings and Conclusion: The applicant's narrative addresses this section on pages 17-19. Staff concurs that this application complies with this subsection. Comp plan elements have been addressed, the provisions of the CMC are either met, or conditioned herein, and compliance with all other state and federal regulations are required.

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

The submitted Transportation Impact Analysis (TIA) clearly demonstrates that this threshold will be exceeded with the first phase of development.

The applicant has not identified traffic calming features other than the narrowed entry street and the majority of internal streets at 28 feet wide. There is no discussion of traffic calming elements for the remainder of Planning Pod 1 or the other six Planning Pods within the development.

A condition of approval requiring installation of traffic calming elements in the number, type and location acceptable to the city engineer is warranted.

Prior to final engineering plan approval for any phase the applicant shall install acceptable traffic calming elements in the number, type and location deemed necessary by the City Engineer.

B. Utilities and other public services necessary to serve the needs of the proposed development shall be made available, including open spaces, drainageways, streets, alleys, other public ways, potable water, transit facilities, sanitary sewers, parks, playgrounds, schools, sidewalks, and other improvements that assure safe walking conditions for students who walk to and from school.

Findings and Conclusion:

Water:

There is an existing 8" dead end water line in NE Ingle Road that currently serves the golf course and clubhouse. In 2013 the city performed some limited water modeling at the applicant's request to determine available fire flows under various scenarios (see Technical Memorandum from Gray & Osborne, Inc. dated November 20, 2013 - exhibit # 77).

The modeling showed that the existing system (and future 8" diam. extensions) can only provide adequate fire flows for the lower, southerly portion of the site near NE 28th Ave.

Fire flows were not adequate in the middle and northerly portions of the site without upsizing portions of the system as shown by the modeling results of scenario #2. With those improvements, adequate fire flow was only provided for a portion of proposed Phase 1 up to an approximate elevation of 270 to 280 feet.

Under scenario #3 adequate fire flows were provided for elevations of the site at or below 370 feet in elevation. In order to serve the portions of the site above 370 feet in elevation a booster pump station will need to be constructed.

Per the applicants Phase 1 grading plan it appears the highest lot elevation is approximately 330' on Lot #'s184 &185 in Phase 1H. Staff would note for the record that all lots in Phases 1A through Phase 1E appear to be located at or below 250 feet in elevation.

Prior to final engineering plan approval for any phase the applicant shall demonstrate that adequate fire flows are available for the lots proposed. A condition of approval to this effect is warranted.

Prior to final engineering plan approval for any phase the applicant shall demonstrate to the city's satisfaction that the proposed water system improvements being installed will provide adequate fire flows for the lots proposed.

Per Chapter 8 of the city's Water System Plan of June 2010 (WSP), multiple projects are identified for the Green Mountain area. The WSP identifies a future developer driven booster pump station (DE-5), a water storage facility (S-6), a 24" diameter transmission main (T-7) and a 12" developer funded NUGA transmission main (N-1) on or adjacent to the subject property. Some of these elements may be modified by the city depending on a number of factors including topographical issues. The applicant shall coordinate with the city through final engineering to determine the need, location and installation of these improvements as will be conditioned below.

To conform with the City's 2010 WSP, a condition of approval specifying the applicant's responsibility to design and construct the T-7 and N-1 transmission mains shown within and adjacent to the PRD per the WSP is warranted. Construction of the transmission mains through the PRD site and up to the water storage facility S-6, if appropriate based on the final determination of it's location, must be completed prior to final plat approval of the phase(s) the mains are located within or adjacent to, or to the extent necessary to achieve adequate fire flows. Additionally, a condition of approval specifying the applicant's responsibility to design and construct Booster Pump Station DE-5 is warranted. The Booster Station shall be constructed prior to final plat approval for any phase that has a lot located above 370 feet in elevation.

The applicant shall design and construct transmission mains T-7 and N-1 within the Planned Residential Development area per the Camas Water System Plan of June 2010. Construction of the transmission mains shall be completed prior to final plat approval of the phase(s) the mains are located within, or adjacent to, or to the extent necessary to achieve adequate fire flows. The applicant shall also design and construct Booster Station DE-5 prior to final plat approval for any phase that has a lot located above 370 feet in elevation.

As noted above, the 2010 WSP identifies Reservoir S-6 located within the applicant's site. Due to the uncertainty regarding timing for the need for additional storage in the City's water system and in consideration of the size of the project, a condition is warranted requiring dedication of land suitable for construction of a 2.0 million gallon reservoir if it's determined that the location of the reservoir is on the site Design and construction of the reservoir itself would be completed by the City. If it's determined that S-6 is to be located on the site, prior to Final Masterplan approval, the City and applicant shall enter into an agreement specifying the location and size of the land dedication for the reservoir and specifying timing of the required land dedication.

Prior to Final PRD Masterplan approval, the City and applicant will determine the sizing and location of water facilities and any needed land for dedication for a reservoir. If it's determined that land is needed the City and applicant shall enter into an agreement specifying the location and size of the land dedication for the reservoir and specifying timing of the required land dedication.

Existing wells, septic tanks and septic drain fields

It is unclear to staff if there are existing water wells on site as they are not identified on the existing conditions plans or in the application materials. Staff would note that CMC 17.19.020 (A 3) requires abandonment of existing wells, septic tanks and septic drain fields. Existing water wells shall be properly abandoned in accordance with State and County guidelines prior to final plat approval for the phase they may be located in. Transfer of any existing water rights to the City of Camas will also be required as part of the abandonment. A condition of approval to this effect is warranted.

Existing water wells shall either be properly abandoned in accordance with State and County guidelines prior to final plat approval or used exclusively for irrigation (nondrinking) purposes for the golf course or environmental mitigation areas. The city and the applicant shall explore the option at the cessation of operation of the golf course of transferring water rights to the city for fair market value. Staff finds that as conditioned the applicant can and will provide water system improvements consistent with the city's Engineering Standards and WSP.

Storm Drainage:

Staff would note for the record that although there are provisions for regional stormwater facilities in the DA at Section 6 and at CMC 17.19.040 (C 3a), the facilities proposed do not appear to provide a regional function.

The applicant has submitted a preliminary stormwater Technical Information Report (TIR) and storm plan for Planning Pod 1 (203 lots) consistent with the requirements of CMC 14.02, CMC 17.11.030 (B 8) and the Camas Stormwater Design Standards Manual (CSDSM).

For Planning Pod 1, the applicant is proposing 3 wet ponds for water quality and quantity control. The proposed wet ponds will provide phosphorus control in addition to basic treatment in accordance with the requirements of Section 5.04 of the CSDSM.

Two of the wet ponds do not meet the location requirements of CMC 17.19.030 (F 6) in that they are not setback a minimum of 30 feet from the street. The third wet pond will meet the minimum street setback requirement.

The applicant is requesting an exception to the requirements of CMC 17.19.030 (F 6) for the two wet ponds located on each side of the entry drive and adjacent to NE Ingle Road (Tracts A & H). The proposed locations are at or near the low point of Planning Pod 1 but are not located at the low point of the subject property.

Staff finds that the requested exception to the requirements of CMC 17.19.030.F.6 may be warranted provided the applicant be required to include enhanced landscaping, screening and fencing acceptable to the city prior to final engineering plan approval of any phase. A condition of approval to this effect is warranted.

Enhanced water quality and quantity control facilities landscaping, screening and attractive fencing style acceptable to the city shall be included on the final landscaping plan prior to approval of any phase.

Staff finds that as conditioned the applicant can or will provide adequate stormwater drainage for Planning Pod 1.

Erosion Control:

Adequate erosion control measures will be provided during the site improvements contemplated for this PRD in accordance with adopted city standards. The Erosion Sediment Control plans will ultimately be submitted to the city for review and approval prior to any ground disturbance.

CMC 17.21.030 requires submittal of an erosion control bond for ground disturbances of one acre or more.

Additionally, the applicant will prepare a Stormwater Pollution Prevention Plan (SWPPP) as part of their application for their general construction stormwater permit that is required through the Washington State Department of Ecology for ground disturbances of over one acre.

Staff finds that adequate provisions for erosion control can or will be made.

Sanitary Sewage Disposal:

Currently there is no public sanitary sewer system serving the Green Mountain area of Camas. The nearest sewer line is a 6" diameter STEP force main (no solids) that serves the LaCamas Lake Trailhead restroom facility located at NW Alexandria Lane and NE Goodwin Road approximately 2,200 feet southwest of the intersection of NE Ingle Road and NE Goodwin Road.

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

The subject property is located in Basin 1 as shown in the Sewer Plan. As described above, Basin 1 is shown in the Sewer Plan to be permanently serviced by the regional pump station and force main system along the north side of LaCamas Lake. The Applicant and the City have been working diligently over the last year to develop a design and financing plan to construct the permanent traditional gravity system as quickly as possible. It is currently anticipated that the City will design and construct the permanent system with a financial contribution by the applicant. However, to date, a final agreement has not been reached regarding the applicant's proportionate share or other responsibility for constructing the permanent system. As such, a condition is warranted to require the applicant to enter into an agreement with the City relating to sewer facilities that will provide for, among other things, the construction, general financing and timing of the construction of permanent sewer facilities that will serve the PRD.

Recognizing the size and extent of the permanent system, the Sewer Plan also provides for a temporary connection south to the city's existing STEP force main located within NE Goodwin Road at Alexandria Lane. The Sewer Plan provides the following guidance with respect to a temporary connection:

"As an interim stage, prior to full development, the possibility of temporarily partitioning off flows from developments within Basins I and II to the existing STEP system to the southwest is also addressed. Discharge to the STEP system should be temporary because flows from NUGA were not included in the

original design of STEP conveyance, and high operation and maintenance costs and unfavorable downstream impacts to conveyance and WWTP facilities have led the City to conclude that further expansion of the STEP service is undesirable."

Since timing of the permanent system on the north side of LaCamas Lake is uncertain, should the permanent sewer system not be in place prior to engineering approval of Planning Pod 1, Staff finds there is adequate capacity in the existing STEP system on the south side of LaCamas Lake to temporarily serve approximately 300 ERU's which will provide service to the 203 lots included with the Phase 1, Planning Pod 1 of the Green Mountain PRD. The applicant shall be responsible for constructing all on and off-site improvements necessary for the temporary system to serve their site. A condition of approval to this effect is warranted.

Additional Phases of the development beyond Planning Pod 1 will be required to direct conventional gravity sanitary sewer flows to the east and south along the north side of LaCamas Lake per the Sewer Plan. Should the permanent sewer system on the north side of LaCamas Lake not be constructed prior to engineering approval of subsequent phases, the City may accept additional sewer flows into the existing STEP system provided the applicant shows and the City confirms that there is adequate capacity in the STEP system at the time of engineering approval for each subsequent phase. In this scenario, the applicant shall be responsible for designing, constructing and permitting all improvements to continue using the STEP system. A condition of approval to this effect is warranted.

Proposed Condition: The applicant shall enter into an agreement with the city that will provide for the construction, general financing and timing of the construction of permanent sewer facilities that will serve the PRD. The applicant will be responsible for constructing all on and off-site improvements necessary for the temporary system to serve their site including abandonment and/or decommissioning of the large community septic tanks. Should the permanent sewer system on the north side of LaCamas Lake not be constructed prior to engineering approval of subsequent phases, the City may accept additional sewer flows into the existing STEP system provided the applicant shows and the City confirms that there is adequate capacity in the STEP system at the time of engineering approval for each subsequent phase. In this scenario, the applicant shall be responsible for designing, constructing and permitting and abandoning/decommissioning all temporary improvements to continue using the STEP system.

The applicant is proposing to construct a sanitary sewer pump station near the intersection of NE Ingle Road and NE Goodwin Road on a city owned parcel. The Sewer Plan identifies a regional pump station at this location to serve portions of the NUGA. The pump station may be used to provide both temporary and permanent service to the PRD. As such, portions of the pump station that may be used permanently could be a creditable improvement as it is intended to serve the entire basin.

If a regional pump station is proposed and constructed the applicant will need to enter into an agreement with the city that identifies the required improvements and what portions of the system improvements are creditable or reimbursable. A condition of approval to this effect is warranted.

Prior to installing a regional pump station the applicant shall enter into an agreement with the city that specifies the required pump station improvements and how the improvements will be credited and/or reimbursed.

As part of the temporary connection to the STEP system, the applicant will also be required to provide a solids retention system acceptable to the city as the existing STEP system is only suited to handle effluent flows (no solids). The applicant is proposing large underground community septic tanks that will allow the solids to settle out of the sewer prior to reaching the pump station. The proposed tank locations are shown in exhibit 71. One tank is proposed in the central park south of the proposed club house. The other two proposed tank locations are east of and adjacent to the two wet ponds located on each sides of the entry road.

Prior to final engineering plan approval for any phase the applicant shall be required to supply a sewer basin analysis and appropriate tank sizing and anti-buoyance calculations acceptable to the city. Additionally, the applicant will be required to complete an odor control analysis and provide odor control facilities for the large septic tanks and effluent line flowing to the pump station. The entire temporary system shall be designed and constructed such that the septic tanks may be abandoned or removed so the subdivision may be served via a conventional gravity system. Because the septic tanks provide a temporary service, the applicant shall be required to maintain all tanks according to the manufacturer's recommendations and City standards. Conditions of approval to this effect are warranted.

Prior to final engineering plan approval of any phase the applicant shall submit a sewer basin analysis, tank sizing and anti-buoyance calculations acceptable to the city. The applicant will also be responsible for providing appropriate odor control for the temporary system including the large community septic tanks as well as the downstream system to the pump station. The entire temporary system shall be designed and constructed such that the septic tanks may be abandoned or removed so the subdivision may be served via a conventional gravity system. Because the septic tanks provide a temporary service, the applicant shall be required to maintain all tanks according to the manufacturer's recommendations and City standards.

Staff finds that adequate provisions can or will be made for water, storm drainage, erosion control and sanitary sewage disposal which are consistent with the Camas Municipal Code, the Water System Plan, the General Sewer Plan Amendment and the Camas Design Standard Manual.

C. The probable adverse environmental impacts of the proposed development, together with any practical means of mitigating adverse impacts, have been considered such that the proposal shall not have an unacceptable adverse effect upon the quality of the environment, in accordance with CMC Title 16 and 43.21C RCW.

Findings and Conclusion: The applicant's narrative addresses this section on page 19. Staff has also provided findings earlier in this report that either finds compliance with the application, or that the application can be conditioned to comply with city standards. Staff concurs that this application complies with this subsection as proposed and/or conditioned herein.

D. Approving the proposed development shall serve the public use and interest, and adequate provision has been made for the public health, safety, and general welfare.

Findings and Conclusion: The applicant's narrative addresses this section on page 19. Staff concurs that this application complies with this subsection as proposed and/or conditioned herein.

E. The proposed development satisfies the standards and criteria set forth in this chapter.

Findings and Conclusion: The applicant's narrative addresses this section on page 20. Staff concurs that this application complies with this subsection as proposed and/or conditioned herein.

F. The proposed development shall be superior to, or more innovative than conventional development, and shall provide greater public benefit without additional probable adverse impacts to public health, safety, or the environment, than available through the use of the conventional zoning and/or development standards.

Findings and Conclusion: The applicant has taken great care to coordinate with staff over a period of time to develop a master plan that can be superior and more innovative than conventional development. The plan integrates a variety of housing types and densities throughout the development rather than having one district simply abut another. Additionally, the incorporation of an Urban Village with recreational opportunities throughout the development can help create a community that is livable and well integrated in concept. As proposed and conditioned herein, this section can be met.

G. The proposed development shall provide at least two access points (where a PRD does not have access to a primary or secondary arterial) that distribute the traffic impacts to adjacent street in an acceptable manner.

Findings and Conclusion: The applicant has proposed at least two access points off of NE Goodwin Road and 8 access points off of NE Ingle Road. This subsection can be met as proposed.

H. Preliminary approval does not constitute approval to obtain any building permits or begin construction of the project.

18.23.110: Relationship to adjacent areas.

The design and layout of a planned development shall take into account the integration and compatibility of the site to the surrounding areas. The perimeter of the planned development shall be so designed as to minimize any undesirable impact on adjacent properties. Setbacks from the property lines of the planned development shall be comparable to, or compatible with, those of any existing development on adjacent properties. Or, if adjacent properties are undeveloped, then setbacks shall conform to the type of development that may be permitted on adjacent properties.

Pods D2, D3, D5, D6, and some of E1 and E2, all abut land that is located within Clark County jurisdiction that is currently zoned FR-40, which is agricultural based zoning at 40 acre minimum. To design an urban development to "bevel" lot sizes would be impractical. The same premise will apply to pods F2 and F3 at the northern end of the development.

Pods B2, B4, F1a, F1b, and F1c all internally abut lots located within the city limits and have could have beveling standards apply to them. The easterly boundaries of pods E2 and E3 will abut land in the city limits that will likely get developed. Compatibility to that abutting land hasn't necessarily been provided to the city. The applicant will need to demonstrate how these respective pods can be comparable to and compatible with these existing lots.

Currently, the conceptual master plan with proposed pod types leave some questions to staff with regards to compatibility and the relationship with the initial first phase and its respective pods and future phases. While the applicant has provided some detail in the written narrative, actual conceptual layouts are not available to determine compatibility with the rest of the development. Most immediate are the proposed phase lines contained on page 3 of 25 from the plan set do not match up with the posed phase 1 preliminary plat on page 23 of 25. As such, it is difficult to discern the relationship for the first phase with pods B1, B2, B3 and a portion of E1. There are proposed roads that could conceivably move into those phases, but because there are no lot layouts, road networks, or access compatibility staff has a difficulty in finding compliance without that additional information. Additionally, it is difficult to determine

how they future phase will link in with one-another. Staff finds that a final PRD master plan is appropriate that shall contain the following elements:

- The location of all areas to be conveyed, dedicated, or maintained as public or private streets; access and egress to the development showing proposed traffic circulation, parking areas, and pedestrian walks, (for all phases and pods)
- The proposed location of any residential buildings, and any other structures, including identification of all buildings as single-family, duplex, townhouse, apartment, condominium, designated manufactured home, or otherwise, (for all phases and pods)
- The location of areas to be maintained as common open space, and a description of the proposed use of those areas, (for all phases and pods)

A condition to this effect is warranted.

Conclusions: As conditions, this section can be met.

DECISION

Based on the findings, discussion, and conclusions provided or incorporated herein, the public record of this case, the City hereby approves SUB 14-02, Preliminary Master Plan of a Planned Residential Development and preliminary plat approval (Phase I), subject to the following conditions of approval:

V. Conditions of Approval

CONDITIONS OF APPROVAL (SUB14-02)

Engineering:

1. Prior to final engineering plan approval for any phase the applicant shall install acceptable traffic calming elements in the number, type and location deemed necessary by the City Engineer.
2. Prior to final engineering plan approval for any phase the applicant shall demonstrate to the city's satisfaction that the proposed water system improvements being installed will provide adequate fire flows for the lots proposed.
3. Prior to final engineering the city and the applicant will determine the sizing and location of water facilities and any needed land for dedication for a reservoir.
4. Existing water wells shall either be properly abandoned in accordance with State and County guidelines prior to final plat approval or used exclusively for irrigation (nondrinking) purposes for the golf course or environmental mitigation areas. The city and the applicant shall explore the option at the cessation of operation of the golf course of transferring water rights to the city for fair market value.
5. Enhanced water quality and quantity control facilities landscaping, screening and attractive fencing style acceptable to the city shall be included on the final landscaping plan prior to approval of any phase.
6. The applicant and the City have been extensively working on an agreement to create a public-private partnership to fund and construct sewer facilities that will benefit and more efficiently serve the NUGA, including the Green Mountain area. It is anticipated that the agreement will be completed and will go before the City Council in July or August of this year. The agreement contemplates the applicant funding and constructing a pump station and temporary seer lines that will carry effluent up to approximately 300 ERU's which will connect to existing STEP system

sewer lines in the Camas Meadows area. The agreement also contemplates the applicant funding a percentage of the permanent traditional gravity sewer facilities to be constructed by the City to the east of Green Mountain which will eventually connect to Everett Street. Upon completion of the permanent city constructed facilities, the city intends to redirect all of the effluent then going south, to the east to Everett Street. Upon that occurrence, the applicant shall property decommission the then existing on site holding tanks. In the event that the City and the applicant do not reach final consensus on the agreement, the issue of the final sewer design for Green Mountain shall be referred to the city's hearing examiner.

7. Prior to installing a regional pump station the applicant shall enter into an agreement with the city that specifies the required pump station improvements and how the improvements will be credited and/or reimbursed.
8. Prior to final engineering plan approval of any phase the applicant shall submit a sewer basin analysis, tank sizing and anti-buoyance calculations acceptable to the city. The applicant will also be responsible for providing appropriate odor control for the temporary system including the large community septic tanks as well as the downstream system to the pump station. The entire temporary system shall be designed and constructed such that the septic tanks may be abandoned or removed so the subdivision may be served via a conventional gravity system. Because the septic tanks provide a temporary service, the applicant shall be required to maintain all tanks according to the manufacturer's recommendations and City standards.
9. Prior to installing half width street improvements along NE Goodwin Road/NE 28th Street or installing a traffic signal at the intersection of NE Goodwin Road & NE Ingle Road, the applicant shall enter into an agreement with the city specifying the improvements to be installed, the cost of those improvements and what part of the improvements are creditable or reimbursable. Right-of-way (ROW) dedication along NE Ingle Road and NE Goodwin Road shall be of sufficient width to provide a minimum paved width of 43' which shall include an 11' wide center left turn lane, two 5' wide bike lanes and two 11' travel lanes. Interior roadways shall be include ROW widths of 60' and/or 52' with respective paved widths of 36' and 28'.
10. Prior to preliminary plat approval of each additional Planning Pod or phase the applicant shall submit an updated assessment as to the potential need for providing an eastbound right turn taper or lane at the intersection of NE 58th Avenue at NE 199th Street.
11. Prior to Final Acceptance of the first phase of improvements the applicant shall relocate the stop bar on NE Ingle Road as detailed in the construction plans and as directed by the city.
12. Prior to Final Acceptance of the first phase of improvements the applicant shall install an eastbound left turn lane with a minimum 100' storage in NE Goodwin Road at NE Ingle Road.
13. Prior to Final Acceptance of any phase that will yield a total preliminarily platted total of 203 or more homes, the applicant shall construct a westbound right turn lane with a minimum 100' of storage in NE Goodwin Road at NE Ingle Road.
14. Half street improvements along the applicant's property frontage of Ingle Road shall be constructed in a manner to provide a minimum width of 43 feet of pavement.
15. Subsequent preliminary plat applications shall include an updated TIA that analyzes traffic operations at the intersection of NE Goodwin Road & NE Ingle Road and when warranted the developer shall install the signal.
16. The applicant shall pay to the City of Vancouver a proportionate share contribution towards the construction of a northbound right turn lane on NE 192nd Avenue and a westbound right turn lane on 13th Avenue. The timing of payments shall be as provided for the in the Transportation Impact Analysis prepared by Kittleson and Associates which is (Exhibits 43 and 44 of the record in this case and which is also Exhibit D of the Development Agreement).
17. At the time of the development of either Pod E2 or D4 (whichever occurs first), the applicant and the city shall identify the location of the access to Goodwin Road/28th Street. The access shall be located approximately 500 feet west of the applicant's east property line.

18. The applicant shall meet or exceed the minimum alley Tract and paved width requirements of the code. Cul-de-sac ROW radii shall meet the minimum 43' width of the Camas Design Standards Manual.
19. Prior to final engineering plan approval for any phase the applicant shall include a landscaping plan that details the location, number, plant species proposed, planting notes, fencing notes and associated details
20. Prior to final engineering plan approval for any phase the applicant shall install acceptable traffic calming elements in the number, type and location deemed necessary by the City Engineer.
21. Prior to Final Masterplan approval, the applicant shall demonstrate to the city's satisfaction that it is not feasible to provide an internal street connection to the northerly portion of the site. If the City determines it is reasonably feasible, the applicant shall be required to construct the internal street connection prior to the final plat for Phase 4.

Planning:

22. The applicant shall comply with all conditions of approval for the Washington State Department of Archaeology Historic Preservation prior to any construction taking place in the area affected by the conditions.
23. At the time of the development of any phase containing any jurisdictional wetlands, the wetlands shall be placed in separate tracts and clear signage and demarcation approved by the city shall be installed at appropriate wetland and buffer boundaries.
24. The applicant shall submit additional geotechnical studies for each subsequent phase of this PRD.
25. A single sales office in a model home for purposes of selling lots within the development may be located within each phase. Upon construction of the last unity in a phase, the model home/sales office in that phase shall be closed.
26. Prior to the Building Department issuing a Certificate of Occupancy, each lot shall install a minimum of one 2" caliper tree to be located in the planter strip or front yard of each lot, as specified on the plat. Required trees shall be maintained in good health, and damaged or dying trees shall be promptly replaced (within six months) by the homeowner. This condition shall be noted on the final plat.
27. The applicant has provided a phasing plan for Phases 1A through 1I. All future subdivisions shall have phasing plan reviewed and approved by the city.
28. Final landscaping plans shall include fencing along rear and side yards of residential lots, which are adjacent to open space tracts. A minimum 4-foot, continuous, uniform fence shall be installed prior to final acceptance of each phase, or other demarcation as acceptable by the city.
29. Future phases that will impact jurisdictional wetland and/or their associated buffers will require additional review and approval by the city with those subsequent applications.
30. All multi-family attached dwelling units (townhouses), apartment buildings, and commercial structures shall be subject to design review prior to final site plan approval, and/or building permit issuance.
31. The applicant shall construct the public park as provided for on sheet 5 of the drawings and shall work with the city on the parks impact fee update to further enhance the park consistent with the provisions of the Development Agreement. The Parks Advisory Board will be provided the opportunity to review and comment on the park design. Final design of the park will be consistent with the Conditions of Approval and the Development Agreement.
32. Trail connection from the upper part of Green Mountain to Clark County Parks land to the east will be required at the development of phases 5 and 6 (as currently proposed).

33. Final trail design and approval for both regional trails and the neighborhood trails will be required prior to final engineering approval for each applicable phase substantially consistent with the trails specifications provided for in Exhibit C of the Development Agreement.
34. For oak habitats, consistent with the ELS report and concurrence by WDFW, a detailed planting, mitigation and monitoring plan will be required to be provided to the City prior to final engineering or any construction on the site, in areas where such construction would adversely impact oak trees.
35. Compatible integration for lots 73-75 with Pod B1 shall be done with the review and approval of Phase 2 that contains that pod.
36. All lots that take access off of alleyways shall ensure that the fronts of the houses face public, private streets and access tracts.
37. Prior to final plat approval for Phase 1, the applicant shall submit for and receive Conceptual or Schematic master plan approval for all non A Pods not affected by Phase 1A-1I. The plan should be substantial similar to the conceptual/typical pod descriptions provided for in the application for Pods B and C. The conceptual plan will also provide a conceptual internal transportation circulation plan. For the A Pods and commercial center, the applicant shall provide the city with a narrative description and other acceptable assurances that the conceptual plan for those pods will provide the integration and compatibility of the transportation and pedestrian connectivity, land uses, architectural design, and landscaping speaking to an overall theme of innovative and superior design.
38. If warranted, additional archaeological review may be necessary for subsequent phases of this project.
39. In the event that any archaeological or historic materials are encountered during project activity, work in the immediate area (initially allowing for a 100-foot buffer; this number may vary by circumstance) must stop and the following actions taken:
    a. Implement reasonable measures to protect the discovery site, including any appropriate stabilization or covering;
    b. Take reasonable steps to ensure the confidentiality of the discovery site; and
    c. Take reasonable steps to restrict access to the site of discovery.
    d. The project proponent shall notify the concerned tribes and all appropriate city, county, state, and federal agencies, including the Washington State Department or Archaeology and Historical Preservation. (CMC 16.31.150(D))

Fire:

40. Low Flow Life Safety Residential Fire Sprinklers (NFPA 13D) required in all new dwellings: Dead ends over 400 feet. CMC (Camas Municipal Code) 17.19.040.14, CMC 17.19.030.D.5.d
41. Low Flow Life Safety Residential Fire Sprinklers are required where structure(s) are accessed by a flag lot, access tract, or private road. CMC 17.19.030.D.5.c, 17.19.040.A.7
42. Low Flow Life Safety Residential Fire Sprinklers that comply with 13D or 13R are required in all buildings abutting a street designed and constructed with less than 36 feet of pavement width.
43. In the unusual case where a subdivision is not required to have residential sprinklers, any new single family residence or duplex to be used as a model home or home sales office shall have Low Flow Life Safety Residential Fire Sprinklers installed. CMC 15.17.050
44. The distance from a required fire hydrant may be doubled when Low Flow Life Safety Residential Fire Sprinklers are installed throughout a fully sprinklered subdivision. CMC 17.19.040.C.4.a. Distance shall be reduced by 100 feet for dead end roads or single point access. For Green Mountain PRD the maximum hydrant spacing shall be 900 feet or less.

45. Establishing Hydrant Flow Tests per NFPA 24 (National Fire Protection Association) utilizing a Washington State Licensed Fire Sprinkler Contractor may be waived when Low Flow Life Safety Residential Fire Sprinklers are installed throughout a fully sprinklered subdivision. 17.15.030.D.C
46. Low Flow Life Safety Residential Fire Sprinklers are required where minimum hydrant water flow from the closest hydrant is not met. CMC 17.19.040.C.4.a, CMC 15.04.010.D (IFC Appendix B, Fire Flow) A Washington State Licensed Fire Sprinkler Contractor meeting NFPA 24 Fire Flow guidelines may be hired to establish the gallons per minute (fire flow). A permit is required with the fire marshal's office prior to the flow test.
47. An approved address sign, in accordance with the Camas Municipal Code, must be posted for each residence where the flag lot leaves the public road or access tract. CMC 17.19.030.D.5.d
48. When access grades exceed those specified in CMC 17.19.040.12.b, Low Flow Life Safety Residential Fire Sprinklers are required to be installed. CMC 17.19.040.12.b.iii.
49. Underground oil tank removal requires a permit with the fire marshal's office following IFC (International Fire Code) 3404.2.14
50. Any existing structures that are scheduled to be torn down may be considered for fire department training.
51. Any blasting that may be needed for this location is required to follow the CMC Blasting Code and requires a permit with the fire marshal's office. CMC 15.40
52. Any gates serving two or more homes is required to follow the gate code CMC 12.36
53. Gated access to two or more homes is required to have Low Flow Life Safety Residential Fire Sprinklers installed CMC 12.36.040.J
54. A second means of a fully constructed normal access to a subdivision may be waived when Low Flow Life Safety Residential Fire Sprinklers are installed. Each request will be evaluated for possible approval and will include factors such as grade, wild land urban interface, distance of dead ends, density, street widths and so on.
55. Currently fire Impact Fees of .20 cents per square foot are waived when Low Flow Life Safety Residential Fire Sprinklers are installed.
56. Currently 13D Permit fees are waived when Low Flow Life Safety Residential Fire Sprinklers are installed. However permit submittals are still required.
57. No building, structure or development regulated by the building and/or fire code shall be erected, constructed, enlarged, altered, repaired, moved, converted or demolished unless a separate permit for each building, structure or development has first been obtained from the fire department. Camas Municipal Code 15.04.030.D.12a.
58. Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with approved provisions for the turning around of fire apparatus. 35 foot radius cul-de-sac is acceptable. IFC 503.2.5 Flexibility on length possible when entire subdivision is sprinklered.
59. Automatic fire sprinkler system designed and installed in accordance with NFPA 13D is required in all new dwellings. IFC B 105, CMC 17.19
60. Onsite fire hydrants required contact fire department for locations. IFC Appendix C Sec. C 105
61. Required distance from a fire hydrant may be increased when approved automatic fire sprinklers are installed in the entire subdivision. IFC C 105, CMC 17.19
62. Contact the building department for street names and addresses. CMC 17.19.040 (b) (7) Ord. 2421
63. Separate permits with the Fire Marshal's office and the public works dept. for private access gates/barriers. IFC D 103.5, CMC 12.36
64. A separate permit with the Fire Marshal's office is required for any underground tank removal/disposal or abandoning in place. IFC 105.7.5, 3404.2.13.1.4

65. Approved monument provisions required to be made for the addressing of flag lots or access driveways. Address numbers shall be plainly legible and clearly visible and must be posted for each residence where the flag lot access or easement leaves the public road, one monument shall be used for multiple addresses. IFC 505.1, CMC 17.19.030-D-5-G
66. Contact the fire marshal's office for residential water line supply installation guidelines regarding water flow for Life Safety Fire Sprinkler Systems. Items to discuss, early involvement with your fire sprinkler contractor, 1 1/4" minimum supply line. Larger supply line may be required if there are long runs or significant elevation gain, and valve shut off at the meter shall be a flow through type such as a ball valve, gate valve type, minimizing 90 degree connections decreasing friction loss. (360-834-6191 option 2)
67. Third Party Wildland Urban Interface study by Third Party evaluations on each lot may be waived when entire subdivision has life safety residential fire sprinklers installed.
68. A separate permit with the Fire Marshal's office required for any blasting performed on site. IFC 105.6.15, CMC 1540
69. Any structure needing to be demolished may be evaluated for use as a CWFD training burn. Please contact 360-834-6191 for further information.
70. Street signs to include hundred block designations.

Plat Notes:

1. A homeowners association (HOA) will be required for this development. Copies of the C.C. & R's shall be submitted and on file with the City of Camas.
2. Each phase of the subdivision plats shall contain the approved density and dimensional standards table as approved with this development.
3. 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.
4. Automatic life safety residential fire sprinkler system designed and installed in accordance with NFPA 13D is required in all new dwellings.
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. Prior to the Building Department issuing a Certificate of Occupancy, each lot shall install a minimum of one 2" caliper tree to be located in the planter strip or front yard of each lot, as specified on the plat. Required trees shall be maintained in good health, and damaged or dying trees shall be promptly replaced (within six months) by the homeowner.

VI. Appeals

18.55.240 - Judicial appeals.

The city's final decision on an application may be appealed by a party of record with standing to file a land use petition in Clark County superior court. Such petition must be filed within twenty-one days after issuance of the decision, as provided in Chapter 36.70C RCW.

BK4 PG 449

GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT

A PORTION OF T.J. FLETCHER D.L.C.
IN THE S 1/2 OF THE NW 1/4, THE N 1/2 OF THE SW 1/4 SECTION 21 AND THE SE 1/4 OF THE NE 1/4, NE 1/4 OF THE SE 1/4 SECTION 20,
T. 2 N., R. 3 E., W.M.,
CITY OF CAMAS, CLARK COUNTY, WASHINGTON
APRIL, 2025
ASSESSOR'S PARCEL NO. 172559-000 & 986037656
CITY FILE NUMBER: SP20-02/FINAL PLAT FP21-04

DECLARANT DECLARATION

THE UNDERSIGNED OWNER OR OWNERS OF THE INTEREST IN THE REAL ESTATE DESCRIBED HEREIN HEREBY DECLARE THIS MAP AND DEDICATE THE SAME FOR A COMMON INTEREST COMMUNITY NAMED GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT, A PLAT COMMUNITY, AS THAT TERM IS DEFINED IN THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT AND NOT FOR ANY PUBLIC PURPOSE. THIS MAP AND ANY PORTION THEREOF IS RESTRICTED BY LAW AND THE DECLARATION FOR GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT RECORDED UNDER CLARK COUNTY RECORDING NO. 6275588

OWNERS

TERRELL & ASSOCIATES LLC, AN OREGON LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 8.3571% INTEREST;
PATRICK INVESTMENTS, LLC, AN OREGON LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 11.1429% INTEREST;
MJAJMJ, LLC, AN OREGON LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 3.7143% INTEREST;
EDWARD MALETIS REAL ESTATE HOLDINGS LLC, A WASHINGTON LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 13.9286% INTEREST;
GREEN MOUNTAIN RT LLC, A WASHINGTON LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 13.9286% INTEREST;
NB GREEN PARTNERS, LLC, A WASHINGTON LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 44.2857% INTEREST; AND
SFLPGM LLC, AS OREGON LIMITED LIABILITY COMPANY, AS TO AN UNDIVIDED 4.6428% INTEREST

BY: _____
JOHN O' NEIL, MANAGER OF OWNERS

ACKNOWLEDGMENT

STATE OF Oregon
COUNTY OF Clackamas } SS

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT John O'Neil IS THE PERSON THAT APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT HE/SHE SIGNED THIS INSTRUMENT; ON OATH STATED THAT HE/SHE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT; AND ACKNOWLEDGED IT, AS AUTHORIZED SIGNATOR OF METROPOLITAN LAND GROUP, LLC, A WASHINGTON LIMITED LIABILITY COMPANY, TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

NOTARY SIGNATURE _____
DATED: August 29, 2025, 2025.
PRINTED NAME: John Walter Cathey
NOTARY PUBLIC IN AND FOR THE STATE OF Oregon
MY COMMISSION EXPIRES January 28, 2028

OFFICIAL STAMP
JOHN WALTER CATHEY
NOTARY PUBLIC - OREGON
COMMISSION NO. 1044398
MY COMMISSION EXPIRES JANUARY 28, 2028

BY: TERRELL GROUP MANAGEMENT, LLC, AN OREGON LIMITED LIABILITY COMPANY, MANAGER OF OWNERS
BY: _____
PATRICK TERRELL, MEMBER

ACKNOWLEDGMENT

STATE OF Oregon
COUNTY OF Clackamas } SS

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT Patrick Terrell IS THE PERSON THAT APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT HE/SHE SIGNED THIS INSTRUMENT; ON OATH STATED THAT HE/SHE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT; AND ACKNOWLEDGED IT, AS AUTHORIZED SIGNATOR OF METROPOLITAN LAND GROUP, LLC, A WASHINGTON LIMITED LIABILITY COMPANY, TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

NOTARY SIGNATURE _____
DATED: August 29, 2025, 2025.
PRINTED NAME: John Walter Cathey
NOTARY PUBLIC IN AND FOR THE STATE OF Oregon
MY COMMISSION EXPIRES January 28, 2028

OFFICIAL STAMP
JOHN WALTER CATHEY
NOTARY PUBLIC - OREGON
COMMISSION NO. 1044398
MY COMMISSION EXPIRES JANUARY 28, 2028

DECLARANT

LACAMAS VILLAGE, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
BY: _____
TERRY WOLLAM, PRESIDENT

ACKNOWLEDGMENT

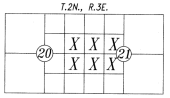
STATE OF Washington
COUNTY OF Clark } SS

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT Terry Wollam IS THE PERSON THAT APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT (H)E/SHE SIGNED THIS INSTRUMENT; ON OATH STATED THAT (H)E/SHE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT; AND ACKNOWLEDGED IT, AS AUTHORIZED SIGNATOR OF METROPOLITAN LAND GROUP, LLC, A WASHINGTON LIMITED LIABILITY COMPANY, TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

NOTARY SIGNATURE _____
DATED: September 4, 2025.
PRINTED NAME: Sheri Hunzeker
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
MY COMMISSION EXPIRES July 11, 2028

NOTARY PUBLIC
STATE OF WASHINGTON
SHERI HUNZEKER
MY COMMISSION EXPIRES
JULY 11, 2028
COMMISSION # 103078

T.2N., R.3E.



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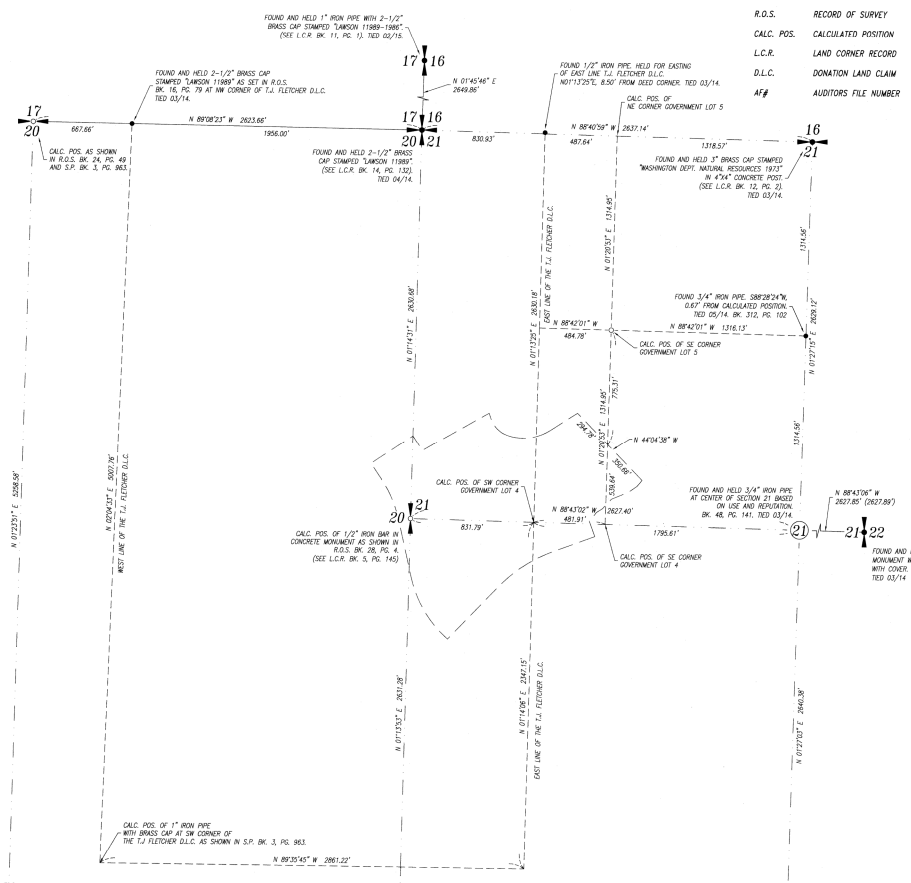

LEGEND

- PUBLIC LAND SURVEY SECTION/QUARTER CORNERS
- FOUND MONUMENT AS NOTED
- CALCULATED POSITION
- R.O.S. RECORD OF SURVEY
- CALC. POS. CALCULATED POSITION
- L.C.R. LAND CORNER RECORD
- D.L.C. DONATION LAND CLAIM
- AF# AUDITORS FILE NUMBER

ACKNOWLEDGMENT

STATE OF Washington
COUNTY OF Clark } SS

SIGNED OR ATTESTED BEFORE ME ON Sept. 4, 2025 BY PATRICK J. SCOTT.

NOTARY SIGNATURE _____
DATED: Sept. 4th, 2025.
PRINTED NAME: Justin Hughes
NOTARY PUBLIC IN AND FOR THE STATE OF Washington
MY COMMISSION EXPIRES July 2nd, 2029

JUSTIN HUGHES
NOTARY PUBLIC
COMMISSION # 212209
STATE OF WASHINGTON

LAND SURVEYOR'S CERTIFICATION

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF THE HOLT GROUP, INC. ON AUGUST 3, 2017. I HEREBY CERTIFY THAT THIS MAP FOR GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT IS BASED UPON AN ACTUAL SURVEY OF THE PROPERTY HEREIN DESCRIBED; THAT THE BEARINGS AND DISTANCES ARE CORRECTLY SHOWN; THAT ALL INFORMATION REQUIRED BY THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT IS SUPPLIED HEREIN; AND THAT ALL HORIZONTAL AND VERTICAL BOUNDARIES OF THE UNITS, (1) TO THE EXTENT DETERMINED BY THE WALLS, FLOORS, OR CEILINGS THEREOF, OR OTHER PHYSICAL MONUMENTS, ARE SUBSTANTIALLY COMPLETED IN ACCORDANCE WITH SAID MAP, OR (2) TO THE EXTENT SUCH BOUNDARIES ARE NOT DEFINED BY PHYSICAL MONUMENTS, SUCH BOUNDARIES ARE SHOWN ON THE MAP.

PATRICK J. SCOTT
PROFESSIONAL LAND SURVEYOR NO. 46624
9-9-2025
DATE

PATRICK J. SCOTT
STATE OF WASHINGTON
46624
REGISTERED PROFESSIONAL LAND SURVEYOR

COUNTY ASSESSOR

THIS PLAT MEETS THE REQUIREMENTS OF R.C.W. 58.17.170 LAWS OF WASHINGTON, TO BE KNOWN AS **GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT** IN BOOK 4, PAGE 449, IN THE COUNTY OF CLARK, STATE OF WASHINGTON.

COUNTY ASSESSOR _____ DATE 9/22/2025

COUNTY AUDITOR

FILED FOR RECORD THIS 22nd DAY OF September 2025
IN BOOK 4 OF SHORT PLATS AT PAGE 449 AT THE
REQUEST OF METROPOLITAN LAND GROUP, LLC
AUDITOR'S RECEIVING NO. 6275586

DEPUTY/COUNTY AUDITOR _____ DATE 9/22/25

CITY OF CAMAS MAYOR

APPROVED:
MAYOR _____ DATE 9/18/25

CITY OF CAMAS FINANCE DIRECTOR

THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS, AND THAT ALL SPECIAL ASSESSMENTS ON ANY OF THE PROPERTY THAT IS DEDICATED AS STREETS, ALLEYS OR FOR OTHER PUBLIC USE ARE PAID IN FULL AT THE DATE OF THE CERTIFICATION.

CITY FINANCE DIRECTOR _____ DATE 9/17/25

CITY OF CAMAS COMMUNITY DEVELOPEMENT DEPARTMENT

APPROVED:
CITY COMMUNITY DEVELOPMENT DIRECTOR OR DESIGNEE _____ DATE 9-17-25

CAMAS-WASHOUGAL-FIRE DEPARTMENT

APPROVED:
CITY FIRE CHIEF OR DESIGNEE _____ DATE 9-19-25

CITY OF CAMAS PUBLIC WORKS DEPARTMENT

CERTIFICATION BY THE CITY ENGINEER OR DESIGNEE THAT THE DEVELOPER HAS COMPLIED WITH THE FOLLOWING:
1. ALL IMPROVEMENTS HAVE BEEN INSTALLED OR FINANCIALLY SECURED FOR IN ACCORDANCE WITH THE REQUIREMENTS OF THIS TITLE AND WITH THE PRELIMINARY PLAT APPROVAL;
2. ALL IMPROVEMENTS CAN OR WILL MEET CURRENT PUBLIC WORKS DRAWING STANDARDS FOR ROAD, UTILITY AND DRAINAGE CONSTRUCTION PLANS;
3. ORIGINAL AND REPRODUCTIBLE MYLAR OR ELECTRONIC RECORDS IN A FORMAT APPROVED BY THE PUBLIC WORKS DIRECTOR OR DESIGNEE AND CERTIFIED BY DESIGNING ENGINEER AS BEING "AS CONSTRUCTED" HAVE BEEN SUBMITED OR FINANCIALLY SECURED FOR CITY RECORDS.

APPROVED:
CITY ENGINEER OR DESIGNEE _____ DATE 9-17-25

MacKay Sposito
ENERGY PUBLIC WORKS LAND DEVELOPMENT
www.mackaysposito.com
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VANCOUVER, WA 98683
VANCOUVER: (360) 695-3411
PORTLAND: (503) 289-6726
FAX (360) 695-0833

CALC BY: P.J.S.	DRAWN BY: M.K.	JOB NO.: 8938.01.02
CHECKED BY: P.J.S.	FILE: 8938.S.URBAN VILLAGE-SHORT PLAT_PG1.DWG	PAGE 1 OF 2

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BK4 PG 566

BK4 PG 449

GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT

A PORTION OF T.J. FLETCHER D.L.C.
IN THE S 1/2 OF THE NW 1/4, THE N 1/2 OF THE SW 1/4 SECTION 21
AND THE SE 1/4 OF THE NE 1/4, NE 1/4 OF THE SE 1/4 SECTION 20,
T. 2 N., R. 3 E., W.M.,
CITY OF CAMAS, CLARK COUNTY, WASHINGTON
APRIL, 2025
ASSESSOR'S PARCEL NO. 172559-000 & 986037656
CITY FILE NUMBER: SP20-02/FINAL PLAT FP21-04

T.2N., R.3E.
20 | 21

LEGEND

- FOUND 5/8" REBAR WITH BLUE PLASTIC CAP INSCRIBED "MALS 48747 ORLS 87015" UNLESS NOTED OTHERWISE
- SET 1/2" X 24" REBAR WITH PLASTIC CAP (SCOTT 46624) DURING THIS SURVEY
- SET 1/2" X 24" REBAR WITH PLASTIC CAP (OLSON ENG PLS 46624) DURING PREVIOUS SURVEY OF GREEN MOUNTAIN MIXED USE P.R.D. PH. 2C (BK. 312, PG. 101)
- SET 1/2" X 24" REBAR WITH PLASTIC CAP (OLSON ENG PLS 42667) DURING PREVIOUS SURVEY OF GREEN MOUNTAIN MIXED USE P.R.D. PH. 2 SOUTH (BK. 312, PG. 7)

PLAT BOUNDARY
LOTS
EXISTING TAX LOTS
EASEMENT AS NOTED
ROAD OR EASEMENT CENTERLINE

BASIS OF BEARINGS

S 88°40'59" E ALONG THE NORTH LINE OF THE NORTHWEST QUARTER SECTION 21, TOWNSHIP 2 NORTH, RANGE 3 EAST, W.M. BETWEEN THE MONUMENTS FOUND IN PLACE AT THE NORTHWEST AND NORTHEAST CORNERS OF SAID NORTHWEST QUARTER. BEARINGS ARE BASED ON THE WASHINGTON STATE COORDINATE SYSTEM (SOUTH ZONE – 4602) U.S. SURVEY FEET, BASED ON TRAVERSES BY OLSON ENGINEERING, INC. PERFORMED DURING PREVIOUS SURVEY RECORDED IN BK. 51, PG. 161. DISTANCES SHOWN HEREON ARE GROUND AND HAVE BEEN SCALED BY A COMBINED GRID TO GROUND SCALE FACTOR OF 0.999982076.

SURVEY REFERENCES

SURVEY BY LAWSON LAND SURVEYING FOR RECORD OF SURVEY (BK. 16, PG. 79)
SURVEY BY LAWSON LAND SURVEYING FOR RECORD OF SURVEY (BK. 24, PG. 49)
SURVEY BY LAWSON LAND SURVEYING FOR RECORD OF SURVEY (BK. 28, PG. 105)
PLAT OF MOUNTAIN GLEN BY OLSON ENGINEERING, INC. (BK. 4, PG. 199)
SURVEY BY OLSON ENGINEERING, INC. FOR RECORD OF SURVEY (BK. 51, PG. 161)
WARMAN SHORT PLAT BY BESEDA LAND SURVEYING, LLC (BK. 3, PG. 963)
PLAT OF GREEN MOUNTAIN MIXED USE P.R.D. PHASE 1E (BK. 311, PG. 883)
PLAT OF GREEN MOUNTAIN MIXED USE P.R.D. PHASE 1D (BK. 311, PG. 884)
PLAT OF GREEN MOUNTAIN MIXED USE P.R.D. PHASE 1 (SOUTH) (BK. 311, PG. 885)
PLAT OF GREEN MOUNTAIN MIXED USE P.R.D. PHASE 1G (BK. 312, PG. 13)
PLAT OF GREEN MOUNTAIN MIXED USE P.R.D. PHASE 1H (BK. 312, PG. 14)
PLAT OF GREEN MOUNTAIN MIXED USE P.R.D. PHASE 1I (BK. 312, PG. 12)
PLAT OF GREEN MOUNTAIN MIXED USE P.R.D. PHASE 2C (BK. 312, PG. 101)
PLAT OF GREEN MOUNTAIN MIXED USE P.R.D. PHASE 2G (BK. 312, PG. 47)
PLAT OF GREEN MOUNTAIN MIXED USE P.R.D. PHASE 2H (BK. 312, PG. 48)
PLAT OF GREEN MOUNTAIN MIXED USE P.R.D. PHASE 2 (SOUTH) (BK. 312, PG. 7)

NOTES

1. STORM FACILITY TRACT "A" AND STORM FACILITY TRACT "B" SHALL BE OWNED AND MAINTAINED BY THE FOLLOWING LOTS:
   A. TRACT "A" SHALL BE OWNED AND MAINTAINED BY LOTS 1, 2, 3 AND 4 OF THE URBAN VILLAGE AND THE GREEN MOUNTAIN PRD PUD BY SUBDIVISION, OR AN HOA OR SIMILAR ENTITY THAT OPERATES FOR THE BENEFIT OF THE URBAN VILLAGE AND/OR THE ENTIRE GREEN MOUNTAIN PRD.
   B. TRACT "B" SHALL BE OWNED AND MAINTAINED BY LOTS 2, 5, 6, AND 7 OF THE URBAN VILLAGE, OR AN HOA OR SIMILAR ENTITY THAT OPERATES FOR THE BENEFIT OF THE URBAN VILLAGE AND/OR THE ENTIRE GREEN MOUNTAIN PRD.
2. AN ACCESS EASEMENT IS HEREBY GRANTED TO THE CITY OF CAMAS ACROSS THE STORM FACILITY TRACTS, TRACT "A" AND TRACT "B", FOR PURPOSES OF INSPECTION.
3. TRACT "C", "D", AND "E" ARE CRITICAL AREAS AND SHALL BE MAINTAINED IN THEIR NATURAL STATE AS DESCRIBED IN THE MITIGATION PLANS AND OWNED AND MAINTAINED BY LOTS 1 THROUGH 7 OF THE URBAN VILLAGE, OR AN HOA OR SIMILAR ENTITY THAT OPERATES FOR THE BENEFIT OF THE URBAN VILLAGE AND/OR THE ENTIRE GREEN MOUNTAIN PRD.
4. A PUBLIC PEDESTRIAN EASEMENT ACROSS TRAILS LOCATED WITHIN TRACTS "A", "B", "C", "D" AND WITHIN THE RPA RIGHT-OF-WAY SHALL BE OWNED AND MAINTAINED BY LOTS 1 THROUGH 7 OF THE URBAN VILLAGE, OR AN HOA OR SIMILAR ENTITY THAT OPERATES FOR THE BENEFIT OF THE URBAN VILLAGE AND/OR THE ENTIRE GREEN MOUNTAIN PRD.
5. THE PEDESTRIAN TRAILS WITHIN GREEN MOUNTAIN URBAN VILLAGE SHORT PLAT SHALL CONNECT TO THE PEDESTRIAN TRAILS LOCATED WITHIN THE RPA EASEMENT OF THE GREEN MOUNTAIN P.R.D. PHASE 2 TO THE EAST.
6. ALL STREET OR ROAD RIGHT OF WAYS DEDICATIONS AS NOTED ARE DEDICATED TO THE CITY OF CAMAS WITH THIS PLAT.

UTILITY EASEMENT

AN EASEMENT IS HEREBY RESERVED UNDER AND UPON ALL TRACTS AND THE EXTERIOR SIX (6) FEET OF ALL BOUNDARY LINES OF THE LOTS ADJACENT TO PUBLIC AND/OR PRIVATE ROADS AND TRACTS FOR THE INSTALLATION, CONSTRUCTION, RENEWING, OPERATING AND MAINTAINING ELECTRIC, TELEPHONE, TV CABLE, WATER AND SANITARY SEWER SERVICES. ALL LOTS CONTAINING PADMOUNT TRANSFORMERS ARE SUBJECT TO THE MINIMUM CLEARANCES AS DEFINED BY CLARK PUBLIC UTILITIES CONSTRUCTION STANDARDS. ALL PROPOSED BUILDING DESIGNS ON THESE LOTS MUST PROVIDE ADEQUATE CLEARANCE FOR ALL COMBUSTIBLE MATERIALS. ALSO, A SIDEWALK EASEMENT, AS NECESSARY TO COMPLY WITH ADA SLOPE REQUIREMENTS, SHALL BE RESERVED UPON THE EXTERIOR SIX (6) FEET ALONG THE FRONT BOUNDARY LINES OF ALL LOTS AND TRACTS ADJACENT TO PUBLIC STREETS.

PATRICK T. SCOTT — STATE OF WASHINGTON — 46624 — REGISTERED PROFESSIONAL LAND SURVEYOR
9-4-2025

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MacKay Sposito
ENERGY PUBLIC WORKS LAND DEVELOPMENT
www.mackaysposito.com
18405 SE MILL PLAIN BLVD., SUITE 100
VANCOUVER, WA 98683
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CALC BY: P.J.S. | CHECKED BY: P.J.S. | DRAWN BY: M.K. | FILE: 8938.S.URBAN VILLAGE-SHORT PLAT_PG2.DWG | JOB NO.: 8938.01.02

PROCEDURE

FIELD TRAVERSES WERE PERFORMED WITH A TRIMBLE S6 TOTAL STATION (3") AND ADJUSTED BY LEAST SQUARES. THE FIELD TRAVERSES MET THE MINIMUM STANDARDS FOR SURVEYS AS DESIGNATED IN WAC 332–130–090.

DEED REFERENCES

GRANTOR: GREEN MOUNTAIN LAND LLC
GRANTEE: TERRELL & ASSOCIATES LLC
AF# 5687318 D
RECORDED: 12/30/2019

DETAIL 1 — STORM EASEMENT — NOT TO SCALE
DETAIL 2 — NOT TO SCALE
DETAIL 3 — NOT TO SCALE

SCALE: 1"=100'

A MATHEMATICAL MODEL OF THE CENTERLINE OF GOODWIN ROAD WAS CALCULATED FROM COUNTY ROAD PROJECT (CRP) 56–48 (ROAD BIN 165). THE MONUMENT AT THE CENTER OF SECTION 21 WAS USED A BASE POINT ALONG WITH THE N. LINE OF THE SW 1/4 OF SECTION 21 AS A BEARING REFERENCE TO CREATE THE MODEL. THE MODEL FROM CRP 56–48 DOES NOT FIT THE PHYSICAL ROAD VERY WELL, AND IS CONSISTENTLY S'ELY OF THE EXISTING PAVEMENT CENTERLINE. AT THE INTERSECTION OF GOODWIN AND INGLE, THE MODEL CENTERLINE IS ABOUT 5' S'ELY OF THE EXISTING PAVEMENT, AND AS GOODWIN RUNS SW'LY FROM INGLE, THE MATHEMATICAL MODEL GETS STILL FURTHER AWAY (SLY) FROM THE EXISTING ROAD CENTERLINE. THE SOLUTION SHOWN HERE WAS CALCULATED HOLDING THE RADII FROM CRP 56–48 AND TANGENTS GENERATED FROM TIES TO THE EXISTING PAVEMENT TO BEST FIT THE PHYSICAL ROAD LOCATION.

TABLE: AREA CALCULATIONS (ACRES)

LOT NO.	NET AREA	R/W AREA	STORM AREA **	POND	GROSS AREA ***
1	3.48	0.45	0.41	A	4.34
2	5.23	0.47	0.29 0.35	A B	6.32
3	1.22	0.20	0.15	A	1.57
4	1.38	0.28 0.09	0.17 0.01	A B	1.93
5	1.55	0.45	0.22	B	2.25
6	2.41	0.35	0.3	B	3.08
7	4.00	0.19	0.46	B	4.65
TRACT A	2.33	0.27			
TRACT B	1.79	1.15			
TRACT C	2.11				
TRACT D	4.00				
TRACT E	0.28				
TOTAL	29.78	3.90			33.68*

* NET AREA + R/W AREA
** PROPORTIONATE AREA OF TRACT A AND TRACT B
*** NET AREA + R/W AREA + STORM AREA

COMMERCIAL AREA (LOTS 3, 4, 5 AND 6) TOTAL AREA = 8.80
RESIDENTIAL AREA (LOTS 1, 2, AND 7) TOTAL AREA = 15.31

LINE TABLE		
LINE	BEARING	DISTANCE
L66	N 83°26'40" E	78.37'
L67	N 83°26'40" E	28.46'
L68	N 71°16'44" E	6.51'
L69	N 18°43'16" W	4.45'
L70	N 71°16'44" E	5.49'
L71	N 06°33'20" W	15.00'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 38°44'37" W	33.42'
L2	N 38°44'37" W	53.42'
L3	N 13°11'46" E	87.71'
L4	N 13°11'46" E	62.72'
L5	N 51°26'00" E	37.58'
L6	N 01°43'49" W	16.10'
L7	N 11°10'45" W	45.75'
L8	N 03°29'51" E	54.26'
L9	N 03°14'03" E	59.21'
L10	N 02°24'37" E	44.78'
L11	N 01°44'27" W	42.13'
L12	N 76°21'29" W	12.01'
L13	N 12°48'54" E	25.49'
L14	N 10°28'34" E	29.23'
L15	N 38°46'27" E	43.03'
L16	N 59°42'40" E	59.11'
L17	N 66°45'39" E	24.13'
L18	N 85°44'59" E	41.97'
L19	N 57°15'50" W	31.00'
L20	N 27°15'05" W	53.52'
L21	N 29°51'35" W	29.97'
L22	N 43°24'53" W	37.01'
L23	N 85°55'34" E	17.48'
L24	N 78°29'30" E	11.79'
L25	N 74°03'57" E	59.71'
L26	N 57°03'11" E	53.08'
L27	N 51°15'03" E	90.63'
L28	N 30°29'13" W	17.59'
L29	N 10°37'31" E	53.54'
L30	N 49°01'18" E	77.23'
L31	N 38°41'05" E	78.55'
L32	N 28°31'01" E	40.01'
L33	N 71°57'55" E	36.40'
L34	N 78°45'33" W	43.57'
L35	N 17°29'10" E	58.66'
L36	N 57°50'05" E	59.00'

LINE TABLE		
LINE	BEARING	DISTANCE
L37	N 49°12'29" E	43.64'
L38	N 30°09'25" E	30.81'
L39	N 49°12'48" E	50.56'
L40	N 74°31'44" W	43.02'
L41	N 16°54'49" W	23.32'
L42	N 78°58'56" E	38.70'
L43	N 53°03'48" E	32.28'
L44	N 05°24'05" E	29.81'
L45	N 37°07'37" E	51.64'
L46	N 82°32'24" E	51.91'
L47	N 71°30'31" W	48.00'
L48	S 76°58'09" E	62.04'
L49	N 71°52'19" E	63.94'
L50	N 38°50'16" E	24.86'
L51	N 20°15'38" W	76.48'
L52	N 47°09'10" E	33.50'
L53	N 36°37'00" E	40.81'
L54	N 58°33'34" E	48.61'
L55	N 42°24'44" E	87.25'
L56	N 55°28'48" E	76.83'
L57	N 39°00'27" E	51.73'
L58	N 00°41'19" E	19.30'
L59	N 57°54'13" W	16.12'
L60	N 64°05'50" E	29.15'
L61	N 61°36'58" E	32.64'
L62	N 54°02'11" E	4.55'
L63	N 70°03'28" E	7.91'
L64	N 72°47'46" W	15.74'
L65	N 75°21'46" W	18.77'
L72	N 60°36'25" E	23.54'
L73	N 89°15'44" W	67.64'
L74	N 77°10'15" E	30.01'
L75	N 60°11'05" E	30.57'
L76	N 13°11'46" E	30.96'
L77	N 44°04'38" W	30.58'

CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	CHORD	BEARING
C1	2°50'15"	763.00'	37.77'	37.76'	N 41°34'22" W
C2	26°49'33"	763.00'	357.23'	353.98'	N 28°14'31" W
C3	15°52'04"	837.00'	231.80'	231.06'	N 25°39'48" W
C4	9°23'42"	330.00'	54.11'	54.05'	N 75°45'40" W
C5	9°57'05"	330.00'	57.32'	57.24'	N 85°26'13" W
C6	8°19'56"	330.00'	47.99'	47.95'	N 85°25'17" E
C7	24°09'08"	330.00'	139.11'	138.08'	N 81°01'45" E
C8	18°39'28"	955.00'	310.98'	309.61'	N 60°34'47" E
C9	7°17'03"	955.00'	121.41'	121.33'	N 47°36'31" E
C10	16°53'28"	992.00'	292.44'	291.38'	N 78°21'33" E
C11	15°33'27"	992.00'	269.36'	268.53'	N 62°07'47" E
C12	4°11'02"	992.00'	72.44'	72.42'	N 46°03'31" E
C13	55°14'21"	250.00'	241.03'	231.80'	N 11°07'47" E
C14	3°17'37"	500.00'	28.74'	28.74'	N 14°50'35" E
C15	29°19'08"	250.00'	127.93'	126.54'	N 88°10'11" W
C16	29°19'08"	280.00'	143.28'	141.72'	N 88°10'11" W
C17	29°19'08"	220.00'	112.58'	111.35'	N 88°10'11" W
C18	3°17'37"	470.00'	27.02'	27.01'	N 14°50'35" E
C19	3°17'37"	530.00'	30.47'	30.46'	N 14°50'35" E
C20	55°14'21"	220.00'	212.10'	203.88'	N 11°07'47" W
C21	55°14'21"	280.00'	269.95'	259.61'	N 11°07'47" E
C22	7°03'11"	220.00'	27.08'	27.06'	N 35°13'23" W
C23	26°39'27"	20.00'	9.31'	9.22'	N 32°35'38" E
C24	68°09'18"	21.34'	25.38'	23.91'	N 23°49'34" W
C25	24°59'05"	22.19'	9.68'	9.60'	N 70°23'46" W
C26	25°27'49"	15.76'	6.75'	6.60'	N 79°23'47" E
C27	58°29'46"	20.00'	20.42'	19.54'	N 75°10'15" E
C28	3°01'13"	955.00'	50.34'	50.34'	N 88°07'37" E
C29	49°11'19"	220.00'	185.02'	179.82'	N 07°36'13" E
C30	3°32'30"	280.00'	17.31'	17.30'	N 14°43'09" E
C31	51°41'51"	280.00'	252.64'	244.16'	N 12°54'02" W
C32	44°50'05"	25.00'	19.56'	19.08'	N 16°18'55" W
C33	42°01'54"	25.00'	18.34'	17.93'	N 27°08'05" E
C34	86°54'00"	25.00'	37.92'	34.39'	N 62°11'57" W
C35	89°05'59"	25.00'	37.13'	33.81'	N 60°16'45" W
C36	90°00'00"	25.00'	39.27'	35.36'	N 32°10'15" E
C37	90°00'00"	25.00'	39.27'	35.36'	N 28°10'37" W
C38	90°00'00"	25.00'	39.27'	35.36'	N 61°29'23" E
C39	93°39'27"	25.00'	40.87'	36.47'	N 33°17'57" W
C40	49°03'53"	25.00'	29.70'	27.98'	N 41°13'33" E
C41	45°11'03"	96.00'	75.71'	73.76'	N 56°11'13" W
C42	44°48'57"	96.00'	75.09'	73.19'	N 78°48'47" E
C43	41°10'27"	462.00'	33.80'	33.81'	N 58°30'22" E
C44	10°06'24"	962.00'	169.69'	169.47'	N 65°39'37" E
C45	7°14'21"	180.00'	22.74'	22.73'	N 22°20'22" W
C46	45°09'21"	180.00'	141.70'	138.07'	N 48°30'48" W
C47	86°54'00"	25.00'	37.92'	34.39'	N 04°42'03" E
C48	86°54'00"	25.00'	37.92'	34.39'	N 04°42'03" E
C49	01°17'11"	830.00'	18.64'	18.63'	S 13°28'20" E
C50	16°42'10"	955.00'	278.40'	277.41'	S 78°15'35" W

6254001 CCR
Total Pages:24 Rec: $326.50
eRecorded in Clark County, WA
6/9/2025 2:41 PM
WFG WA Clark County - ResWare

After recording, return to:

Mr. John O'Neil
Terrell & Associates, LLC
17933 NW Evergreen Parkway,
Suite 300
Beaverton, OR 97006

Declaration of Covenants & Restrictions

for

Green Mountain PRD, Urban Village Phase

Permit Numbers:	City of Camas File No. SP20-02
Legal Description:	See Attached Exhibit A – Legal Description
Abbreviated Legal:	#18A, #18 & #9 Thomas Fletcher DLC
Assessors Tax Parcels:	986037656 and 172559000

THIS DECLARATION is made by *Terrell & Associates LLC,* an Oregon limited liability company; *MJAJMJ LLC*, an Oregon limited liability company; *Edward Maletis Real Estate Holding, LLC*, a Washington limited liability company; *Green Mountain RT LLC*, a Washington limited liability company; *NB Green Partners LLC*, a Washington limited liability company; and *SFLPGM LLC*, an Oregon limited liability company; *PatRick Investments LLC*, an Oregon limited liability company ("Declarants").

1 RECITALS

1.1 Declarants are the owners of the protected Oregon white oak mitigation areas, wetlands and wetland buffers, and stream, stream buffer, and stream mitigation area, described in Exhibit "A," attached hereto and by this reference incorporated herein (the "Property"), and has designated the Property as protected critical areas according to Chapters 16.53 and 16.61 City of Camas Municipal Code (City) or compensatory mitigation according to the City File No. SP20-02.

1.2 Declarants desire and intend to provide for the perpetual protection and preservation of functions and values of the Property and for the management of the Property and improvements thereon, and to this end desires to subject the Property to the covenants,

WFG National Title submits this document for recordation as a courtesy, for physical convenience only. WFG National Title has not examined this document for its validity, sufficiency or effect, if any, upon title to the real property herein described.

restrictions, easements, and other encumbrances hereinafter set forth, each and all of which is and are for the benefit of the Property.

The City has accepted the critical area boundaries and mitigation areas described in the following:

- *Critical Areas Report*, prepared March 2020 for Terrell & Associates, LLC
- *Bank Use Plan for Indirect Wetland Impacts*, prepared March 2020 for Terrell & Associates, LLC
- *Stream and Stream Buffer Mitigation Plan,* prepared March 2020 for Terrell & Associates, LLC
- *Oregon White Oak Mitigation Plan for Green Mountain Mixed Use PRD – Phase* 1, prepared February 2016 for Green Mountain Land, LLC. This mitigation plan addresses an approximately 1.1-acre oak preservation/understory enhancement area on the central portion of the Urban Village phase of the PRD.
- *Oregon White Oak Advance Mitigation Plan for Green Mountain Mixed Use PRD*, prepared February 2016 for Green Mountain Land, LLC. This mitigation plan addresses an oak establishment/enhancement area on the eastern portion of the Urban Village phase of the PRD.

2 DEFINITIONS

2.1 "Declaration" shall mean the covenants, restrictions, easements, and all other provisions set forth in the Declaration of Covenants & Restrictions.

2.2 "Declarants" shall mean and refer to *Terrell & Associates, LLC, PatRick Investments LLC, MJAJMJ, LLC, Edward Maletis Real Estate Holdings LLC, Green Mountain RT LLC, NB Green Partners, LLC*, and *SFLPGM LLC*, the owners of the Property, and the owner's heirs, successors, and assigns.

2.3 "Permit" shall mean the final documents approved by the City of Camas that includes the critical areas report and mitigation plans and which formally establishes the critical areas and mitigation areas and stipulates the terms and conditions of its construction, operation, and long-term management.

2.4 "Property" shall mean and refer to the "*critical areas*" and "*mitigation areas*" subject to this Declaration, as more particularly set forth in Exhibit A.

3 PROPERTY SUBJECT TO THIS DECLARATION

The Property described in Exhibit A is and shall be held, transferred, sold, conveyed, and occupied subject to this Declaration.

4 DECLARANT REPRESENTATIONS

Declarants represent and warrant that after reasonable investigation, and to the best of its knowledge, that no hazardous materials or contaminants are present that conflict with the conservation purposes intended; that the Property is in compliance with all federal, state, and local laws, regulations, and permits; that there is no pending litigation affecting, involving, or relating to the Property that would conflict with the intended conservation use; and that the Property is free and clear of any and all liens, claims, restrictions, easements, and encumbrances that would interfere with the ability to protect and conserve the Property.

5 GENERAL DECLARATION

Declarants, in order to discharge in part its obligations under the Permit declare that the Property shall be held, transferred, sold, conveyed, and occupied subject to the covenants, restrictions, easements, and other encumbrances in this Declaration, so that it shall remain substantially in its restored, enhanced, preserved, open, and natural condition, in perpetuity. The terms and conditions of this Declaration shall be both implicitly and explicitly included in any subsequent transfer, conveyance, or encumbrance affecting all or any part of the Property. No modification or release of this Declaration will be effective unless authorized in writing by the City. Any amendments must be approved by the City must be recorded in the official records of the county in which the Property is located. This declaration runs with the land and shall be binding on and inure to the benefits of the parties, their hers, successors, and assigns.

6 USE RESTRICTIONS, MANAGEMENT RESPONSIBILITIES, & RESERVED RIGHTS

Declarants are subject to any and all easements, covenants, and restrictions of record affecting the Property. Pedestrian trails as identified in the short plat and/or PRD master plan are allowed. Underground utility crossings are allowed if the activity is temporary and will be completed within three months of the date the activity begins, the activity will not result in a permanent aboveground structure, and the activity will not reduce the Property's area or functions.

6.1 **USE RESTRICTIONS**. Except as necessary to conduct, remediate or maintain the Property consistent with the Permit the actions prohibited by this covenant include:

6.1.1 There shall be no removal, destruction, cutting, trimming, mowing, alteration, or spraying with biocides of any native vegetation in the Property, nor any disturbance or change in the natural habitat of the Property unless it promotes the mitigation goals and objectives established for the Property, such as removing invasive species.

6.1.2 There shall be no agricultural, commercial, or industrial activity undertaken or allowed in the Property.

6.1.3 No domestic animals shall be allowed to graze or dwell on the Property.

6.1.4 There shall be no filling, excavating, dredging, mining or drilling; no removing topsoil, sand, gravel, rock minerals or other materials, nor any storage nor dumping of ashes, garbage, yard waste such as lawn clippings and pruned branches, or any other material, and no changing of the topography of the land of the Property in any manner, except as that allowed in the implementation of mitigation measures allowed under the Permit.

6.1.5 There shall be no construction or placing of buildings, mobile homes, advertising signs, billboards or other advertising material, vehicles, or other structures on the Property.

6.1.6 There shall be no legal or de facto division, subdivision or partitioning of the protected Property.

6.1.7 Use of motorized off-road vehicles is prohibited except to maintain the Property as allowed under the Permit.

6.2 **MANAGEMENT RESPONSIBILITIES**. Declarants shall take all reasonable action to prevent the unlawful entry and trespass by persons whose activities may degrade or harm the mitigation purposes of the Property or that are otherwise inconsistent with this Declaration. The monitoring and maintenance of the stream buffer mitigation area shall be in accordance with the *Stream and Stream Buffer Mitigation Plan* or conditions of approval associated with the decision.

6.3 **RESERVED RIGHTS**. Declarants reserve all other rights accruing from Declarants' ownership of the Property including but not limited to the exclusive possession of the Property, the right to transfer or assign Declarants' interest in the same; the right to take action necessary to prevent erosion on the Property, to protect the Property from losing its wetland, wetland buffer, stream, stream buffer, or mitigation areas functions and values, or to protect public health or safety; the right to maintain, to use, and the right to use the Property in any manner not prohibited by this Declaration and which would not defeat or diminish the conservation purpose of this Declaration.

7 RIGHT OF ENTRY

Declarants hereby grants to the City of Camas right of entry on the Property for the purpose of physically accessing the Property at all reasonable times to inspect the Property to monitor and to ascertain whether there has been compliance with this Declaration and the Permit.

8 GENERAL PROVISIONS

8.1 **NOTICE**. The City of Camas shall be provided with a 60-day advance written notice by certified mail to the City Administrator at the City Hall, 616 NE 4th Avenue, Camas, WA 98607 of any legal action concerning this Declaration, or of any action to extinguish, void, or modify this Declaration, in whole or in part. This Declaration, and the covenants,

restrictions, easements, and other encumbrances contained herein, are intended to survive foreclosure, tax sales, bankruptcy proceedings, zoning changes, adverse possession, abandonment, condemnation, and similar doctrines or judgments affecting the Property. A copy of this recorded Declaration shall accompany said notice.

8.2 **VALIDITY**. If any provision of this Declaration, or the application thereof to any person or circumstance, is found to be invalid, the remainder of the provisions of this Declaration, or the application of such provisions to persons or circumstances other than those as to which it is found to be invalid, as the case may be, shall not be affected thereby.

9 SCHEDULE OF EXHIBITS

Exhibit A - Legal Description

Declarants:

TERRELL & ASSOCIATES LLC, an Oregon limited liability company, as to an undivided 8.3571% interest; PATRICK INVESTMENTS, LLC, an Oregon limited liability company, as to an undivided 11.1429% interest; MJAJMJ,LLC, an Oregon limited liability company, as to an undivided 3.7143% interest; EDWARD MALETIS REAL ESTATE HOLDINGS LLC, a Washington limited liability company as to an undivided 13.9286% interest; GREEN MOUNTAIN RT LLC, a Washington limited liability company as to an undivided 13.9286% interest; NB GREEN PARTNERS, LLC, a Washington limited liability company as to an undivided 44.2857% interest; and SFLPGM LLC, an Oregon limited liability company, as to an undivided 4.6428% interest

By: John O'Neil, Manager of Declarant

By: Terrell Group Management, LLC an
Oregon limited liability company, Manager
Of Declarant

By: Patrick Terrell, Member

Declarants:

TERRELL & ASSOCIATES LLC, an Oregon limited liability company, as to an undivided 8.3571% interest; PATRICK INVESTMENTS, LLC, an Oregon limited liability company, as to an undivided 11.1429% interest; MJAJMJ,LLC, an Oregon limited liability company, as to an undivided 3.7143% interest; EDWARD MALETIS REAL ESTATE HOLDINGS LLC, a Washington limited liability company as to an undivided 13.9286% interest; GREEN MOUNTAIN RT LLC, a Washington limited liability company as to an undivided 13.9286% interest; NB GREEN PARTNERS, LLC, a Washington limited liability company as to an undivided 44.2857% interest; and SFLPGM LLC, an Oregon limited liability company, as to an undivided 4.6428% interest

By: John O'Neil, Manager of Declarant

By: Terrell Group Management, LLC an Oregon limited liability company, Manager Of Declarant

By: Patrick Terrell, Member

STATE OF OREGON

ss.

COUNTY OF Multnomah

This record was acknowledged before me on this 6 day of May 2025,
By John O'Neil, Manager of Declarant.

Signature of Notary
Notary public in and for the state of Oregon
My commission expires Aug 6, 2027

OFFICIAL STAMP
DESIREE URIARTE
NOTARY PUBLIC - OREGON
COMMISSION NO. 1039622
MY COMMISSION EXPIRES AUGUST 06, 2027

STATE OF OREGON

ss.

COUNTY OF _____

This record was acknowledged before me on this ____ day of _____ 2025,
By Patrick Terrell, Member of Terrell Group Management, LLC, an Oregon limited liability company

Signature of Notary
Notary public in and for the state of Oregon
My commission expires _____

STATE OF OREGON

ss.

COUNTY OF_____

This record was acknowledged before me on this ____day of _____ 2025,
By John O'Neil, Manager of Declarant.

_____

Signature of Notary
Notary public in and for the state of Oregon
My commission expires _____

STATE OF OREGON

ss.

COUNTY OF Clackamas

This record was acknowledged before me on this 21 day of May 2025,
By Patrick Terrell, Member of Terrell Group Management, LLC, an Oregon limited liability company

OFFICIAL STAMP
MICHAEL PATRICK LUCE
NOTARY PUBLIC - OREGON
COMMISSION NO. 1058942
MY COMMISSION EXPIRES MAY 13, 2029

_____

Signature of Notary
Notary public in and for the state of Oregon
My commission expires 5/13/2029

Exhibit A

OLSON ENGINEERING INC.

LAND SURVEYORS
ENGINEERS
(360) 695-1385
222 E. Evergreen Blvd.
Vancouver, WA
98660

EXHIBIT A

LEGAL DESCRIPTION FOR GREEN MOUNTAIN PRD
URBAN VILLAGE CONSERVATION COVENANT

July 15, 2021

PARCEL I
CONSERVATION AREA 1 (TRACT "C")

A parcel of land in the Thomas J. Fletcher Donation Land Claim No. 51 and in the Northwest quarter of the Southwest quarter of Section 21, Township 2 North, Range 3 East of the Willamette Meridian in the City of Camas, Clark County, Washington, described as follows:

COMMENCING at the Northwest corner of Tract D of "Green Mountain Mixed Use P.R.D. Phase 2 (South)" as recorded in Book 312, at Page 7, records of Clark County;

THENCE South 01° 37' 56" West, along the West line of said Tract D 296.43 feet to a point on the centerline of Northeast Goodwin Road, said point being on a 955.00 foot radius non-tangent curve to the left;

THENCE along said centerline, and along said 955.00 foot radius non-tangent curve to the left (the long chord of which bears South 78° 15' 35" West, a distance of 277.41 feet), an arc distance of 278.40 feet;

THENCE South 69° 54' 30" West, along said centerline, a distance of 354.84 feet to a point on a 955.00 foot radius curve to the left;

THENCE along said centerline, and along said 955.00 foot radius curve to the left (the long chord of which bears South 56° 56' 15" West, distance of 428.71 feet), an arc distance of 432.40 feet;

THENCE North 46° 02' 00" West 37.00 feet to a point 37.00 feet Northwesterly of, when measured radially to, the centerline of Northeast Goodwin Road, said point being on a 992.00 foot radius curve to the right and the TRUE POINT OF BEGINNING;

THENCE along said 992.00 foot radius curve to the right and parallel with said centerline of Northeast Goodwin Road (the long chord of which bears North 46° 03' 31" East, an arc distance of 72.42 feet) an arc distance of 72.44 feet to a point on a 25.00 foot radius curve to the left;

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Vancouver, WA
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THENCE along said 25.00 foot radius curve to the left (the long chord of which bears North 27° 08' 05" East, a distance of 17.93 feet), an arc distance of 18.34 feet;

THENCE South 74° 03' 57" West 59.71 feet;

THENCE South 65° 59' 15" West 117.87 feet;

THENCE South 76° 29' 20" West 11.79 feet;

THENCE South 85° 55' 34" West 17.48 feet;

THENCE North 43° 24' 53" West 37.01 feet;

THENCE North 26° 51' 35" West 29.97 feet;

THENCE North 27° 15' 05" West 53.52 feet;

THENCE North 57° 15' 50" West 31.00 feet;

THENCE South 85° 44' 59" West 41.97 feet;

THENCE South 66° 45' 39" West 24.13 feet;

THENCE South 59° 42' 40" West 39.11 feet;

THENCE South 36° 46' 27" West 42.03 feet;

THENCE South 10° 28' 34" West 29.23 feet;

THENCE South 12° 48' 54" West 25.49 feet;

THENCE North 76° 21' 27" West 12.01 feet;

THENCE South 01° 44' 27" East 42.13 feet;

THENCE South 07° 24' 31" West 44.78 feet;

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THENCE South 03° 14' 03" West 59.21 feet;

THENCE South 03° 29' 31" West 54.26 feet;

THENCE South 11° 10' 45" East 45.75 feet;

THENCE South 01° 43' 49" East 16.10 feet;

THENCE South 51° 26' 00" West 37.58 feet to a point 37.00 feet Northeasterly of, when measured radially to, the centerline of Northeast Ingle Road, said point being on a non-tangent 763.00 foot radius curve to the left;

THENCE parallel with said centerline and along said 763.00 foot radius non-tangent curve to the left (the long chord of which bears South 41° 04' 22" East, a distance of 37.76), an arc distance of 37.77 feet;

THENCE South 89° 15' 44" East 67.64 feet to a point 40.00 feet Northwesterly of, when measured perpendicular to, the centerline of Northeast Goodwin Road;

THENCE parallel with said centerline, North 43° 58' 00" East 123.68 feet;

THENCE North 47° 24' 01" East 50.09 feet to a point 37.00 feet Northwesterly of, when measured perpendicular to, the centerline of Northeast Goodwin Road;

THENCE parallel with said centerline North 43 58' 00" East 266.18 feet to the TRUE POINT OF BEGINNING.

Containing 91,962 S.F. or 2.11 acres, more or less.

PARCEL II
CONSERVATION AREA 2 (TRACT "D")

A parcel of land in the Thomas J. Fletcher Donation Land Claim No. 51 and in the Northwest quarter and Southwest quarter of Section 21, Township 2 North, Range 3 East of the Willamette Meridian in the City of Camas, Clark County, Washington, described as follows:

COMMENCING at the Northwest corner of Tract D of "Green Mountain Mixed Use P.R.D. Phase 2 (South)" as recorded in Book 312, at Page 7, records of Clark County;

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Vancouver, WA
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THENCE North 44° 04' 38" West along the Southwesterly line of Tract C of "Green Mountain Mixed Use P.R.D. Phase 2C as recorded in Book 312, at Page 101, records of Clark County, a distance of 14.77 feet to the TRUE POINT OF BEGINNING;

THENCE leaving said Southwesterly line, South 39° 00' 27" West 51.73 feet;

THENCE South 52° 45' 26" West 31.95 feet;

THENCE South 57° 24' 54" West 44.95 feet;

THENCE South 68° 12' 32" West 65.15 feet;

THENCE South 67° 39' 50" West 53.69 feet;

THENCE South 41° 31' 14" West 65.62 feet;

THENCE South 45° 06' 53" West 21.66 feet;

THENCE South 55° 57' 01" West 28.44 feet;

THENCE South 61° 49' 45" West 20.22 feet;

THENCE South 35° 12' 33" West 26.62 feet;

THENCE South 39° 15' 10" West 14.22 feet;

THENCE South 44° 20' 11" West 16.51 feet;

THENCE South 49° 53' 05" West 17.03 feet;

THENCE South 20° 37' 58" East 28.77 feet;

THENCE South 20° 02' 09" East 47.71 feet to a point 37.00 feet Northwesterly of, when measured perpendicular to, the centerline of Northeast Goodwin Road;

THENCE parallel with said centerline, South 69° 54' 30" West 305.65 feet to a point on a 992.00 foot radius curve to the left;

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THENCE parallel with said centerline and along said 992.00 foot radius curve to the left (the long chord of which bears South 62° 07' 47" West, a distance of 268.53 feet), an arc distance of 269.36 feet to a point on a 25.00 foot radius curve to the right;

THENCE along said 25.00 foot radius curve to the right (the long chord of which bears North 82° 11' 57" West, a distance of 34.39 feet), an arc distance of 37.92 feet;

THENCE North 38° 44' 57" West 33.42 feet to a point on a 220.00 foot radius curve to the right;

THENCE along said 220.00 foot radius curve to the right (the long chord of which bears North 35° 13' 22" West, a distance of 27.06 feet), an arc distance of 27.08 feet;

THENCE North 53° 53' 54" East 20.04 feet;

THENCE North 62° 02' 43" East 13.12 feet;

THENCE North 51° 15' 03" East 90.63 feet;

THENCE North 30° 29' 13" West 17.59 feet;

THENCE North 10° 27' 21" East 53.54 feet;

THENCE North 49° 01' 18" East 72.23 feet;

THENCE North 38° 41' 05" East 78.55 feet;

THENCE North 28° 31' 01" East 40.03 feet;

THENCE North 71° 57' 55" East 36.40 feet;

THENCE South 78° 45' 32" East 43.57 feet;

THENCE North 17° 29' 10" East 58.66 feet;

THENCE North 57° 50' 05" East 59.00 feet;

THENCE North 49° 12' 29" East 43.64 feet;

THENCE North 30° 09' 25" East 30.81 feet;

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98660

THENCE North 49° 12' 48" East 30.56 feet;

THENCE South 74° 31' 44" East 43.02 feet;

THENCE South 16° 54' 49" East 23.32 feet;

THENCE North 78° 58' 56" East 38.70 feet;

THENCE North 53° 03' 48" East 32.28 feet;

THENCE North 05° 24' 20" East 29.81 feet;

THENCE North 37° 07' 37" East 31.64 feet;

THENCE North 82° 32' 24" East 31.91 feet;

THENCE South 71° 20' 31" East 48.00 feet;

THENCE South 45° 08' 27" East 29.69 feet;

THENCE South 62° 07' 43" East 13.49 feet;

THENCE South 73° 22' 38" East 16.16 feet;

THENCE North 63° 01' 44" East 13.04 feet;

THENCE North 05° 02' 09" East 11.86 feet;

THENCE North 71° 14' 46" East 33.04 feet;

THENCE North 71° 52' 19" East 30.31 feet;

THENCE North 39° 19' 52" East 106.04 feet;

THENCE North 38° 55' 19" East 24.86 feet to a point on the Southwesterly line of said Tract C;

THENCE South 44° 04' 38" East along said Southwesterly line, 100.73 feet to the TRUE POINT OF BEGINNING.

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ENGINEERS
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Vancouver, WA
98660

Containing 173,610 S.F. or 3.98 acres, more or less.

PARCEL III
CONSERVATION AREA 3 (TRACT "E")

A parcel of land in the Thomas J. Fletcher Donation Land Claim No. 51 and in the Northwest quarter of Section 21, Township 2 North, Range 3 East of the Willamette Meridian in the City of Camas, Clark County, Washington, described as follows:

COMMENCING at the Northwest corner of Tract D of "Green Mountain Mixed Use P.R.D. Phase 2 (South)" as recorded in Book 312, at Page 7, records of Clark County;

THENCE North 44° 04' 38" West along the Southwesterly line of Tract C of "Green Mountain Mixed Use P.R.D. Phase 2C as recorded in Book 312, at Page 101, records of Clark County, a distance of 276.47 feet to a point on a non-tangent 20.00 foot radius curve to the right, and the TRUE POINT OF BEGINNING;

THENCE along said 20.00 foot radius curve to the right (the long chord of which bears South 75° 10' 15" West, a distance of 19.54 feet), an arc distance of 20.42 feet;

THENCE North 75° 21' 46" West 18.77 feet;

THENCE North 72° 42' 46" West 15.74 feet;

THENCE South 70° 03' 28" West 7.91 feet;

THENCE South 54° 02' 11" West 4.55 feet;

THENCE South 61° 36' 59" West 32.64 feet;

THENCE South 64° 05' 50" West 29.15 feet to a point on a 15.76 foot radius non-tangent curve to the right;

THENCE along said 15.76 foot radius non-tangent curve to the right (the long chord of which bears South 79° 22' 47" West, a distance of 9.60 feet), an arc distance of 9.75 feet to a point of compound curvature with a 22.19 foot radius curve to the right;

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Vancouver, WA
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THENCE along said 22.19 foot radius curve to the right (the long chord of which bears North 70° 23' 46" West a distance of 9.60 feet), an arc distance of 9.68 feet;

THENCE North 57° 54' 13" West 16.12 feet to a 21.34 foot radius non-tangent curve to the right;

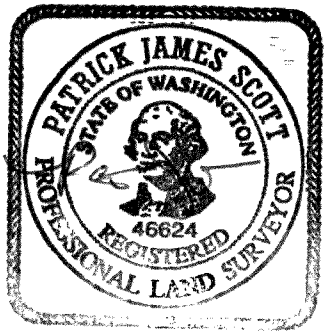
THENCE along said 21.34 foot radius non-tangent curve to the right (the long chord from which bears North 23° 49' 34" West a distance of 23.91 feet), an arc distance of 25.38 feet;

THENCE North 00° 41' 19" East 19.30 feet;

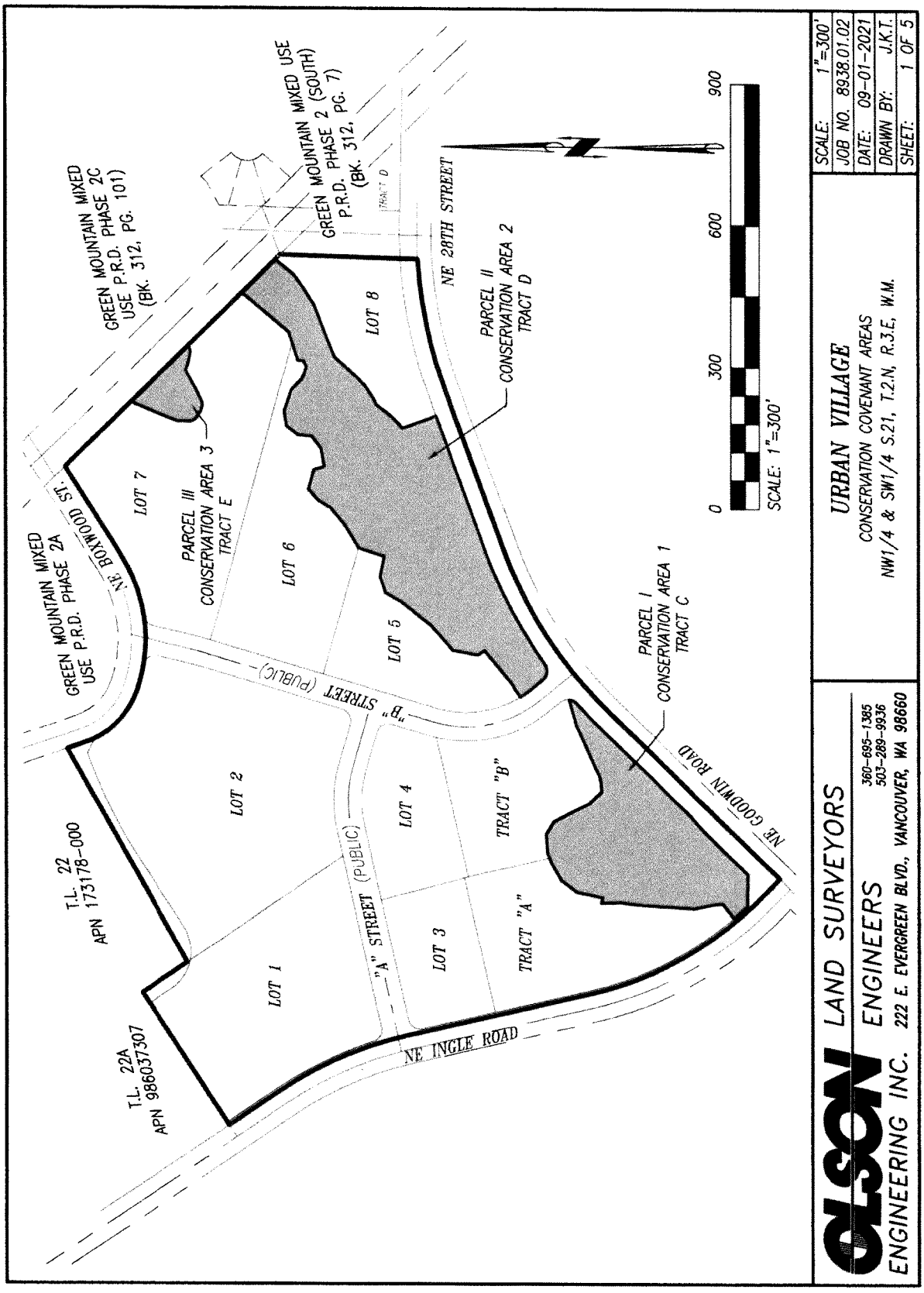
THENCE North 21° 13' 32" East 99.57 feet to a 20.00 foot radius non-tangent curve to the right (the long chord from which bears North 32° 35' 38" East a distance of 9.22 feet), an arc distance of 9.31 feet to the Southwesterly line of said Tract C;

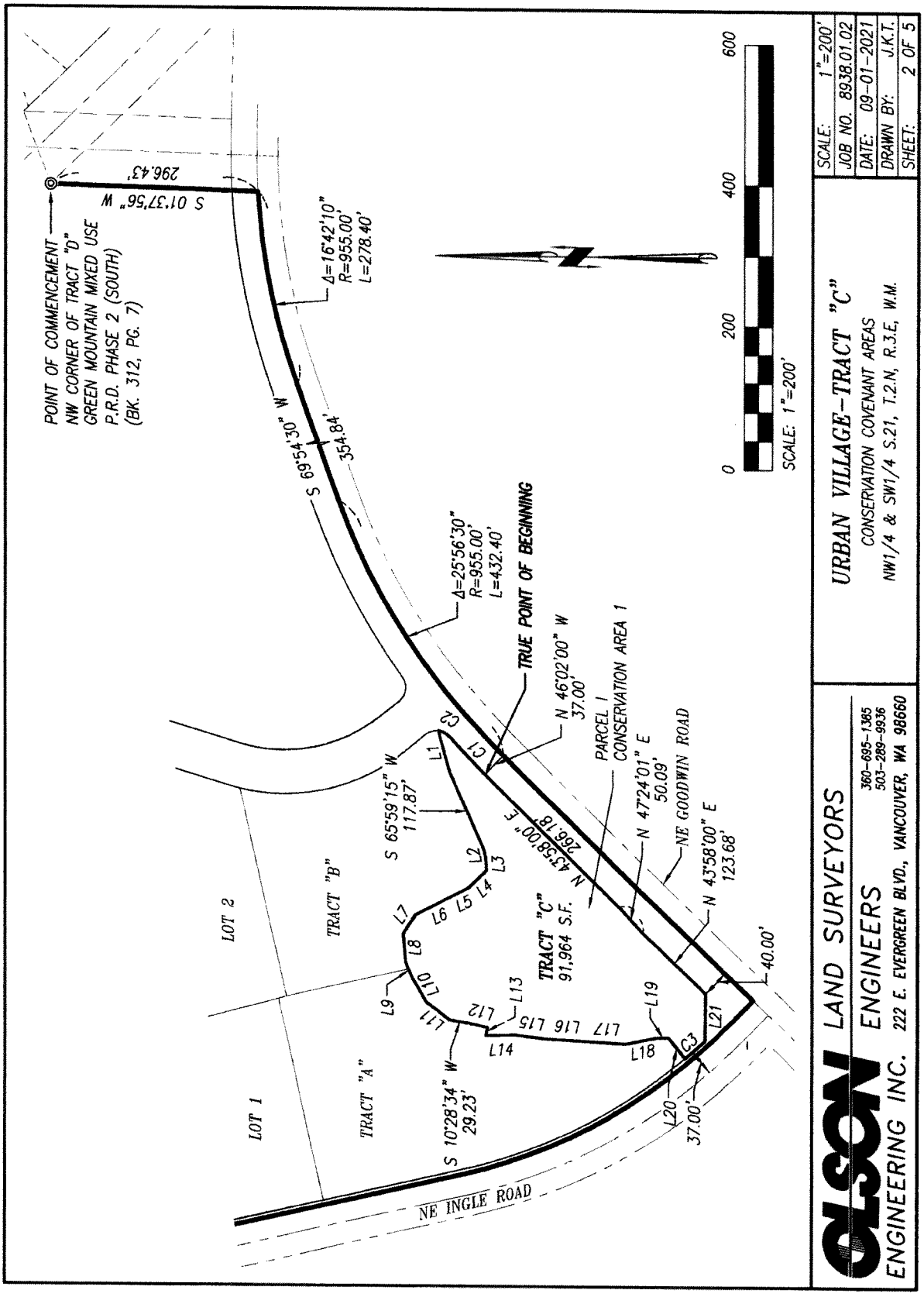
THENCE South 44° 04' 38" East along said Southwesterly line, 170.62 feet to the TRUE POINT OF BEGINNING.

Containing 12,275 S.F. or 0.28 acres, more or less.



9-9-2021


GREEN MOUNTAIN MIXED USE P.R.D. PHASE 2C (BK. 312, PG. 101)
GREEN MOUNTAIN MIXED USE P.R.D. PHASE 2 (SOUTH) (BK. 312, PG. 7)
TRACT D
NE 28TH STREET
PARCEL II CONSERVATION AREA 2 TRACT D
LOT 8
LOT 7
LOT 6
LOT 5
LOT 4
LOT 3
LOT 2
LOT 1
TRACT "B"
TRACT "A"
PARCEL III CONSERVATION AREA 3 TRACT E
PARCEL I CONSERVATION AREA 1 TRACT C
NE BOXWOOD ST.
GREEN MOUNTAIN MIXED USE P.R.D. PHASE 2A
"B" STREET (PUBLIC)
"A" STREET (PUBLIC)
NE GODWIN ROAD
NE INGLE ROAD
T.L. 22 APN 173178-000
T.L. 22A APN 986037307
0
300
600
900
SCALE: 1"=300'
OLSON ENGINEERING INC.
LAND SURVEYORS
ENGINEERS
360-695-1385
503-289-9936
222 E. EVERGREEN BLVD., VANCOUVER, WA 98660
URBAN VILLAGE
CONSERVATION COVENANT AREAS
NW1/4 & SW1/4 S.21, T.2.N, R.3.E, W.M.
SCALE: 1"=300'
JOB NO. 8938.01.02
DATE: 09-01-2021
DRAWN BY: J.K.T.
SHEET: 1 OF 5


POINT OF COMMENCEMENT
NW CORNER OF TRACT "D"
GREEN MOUNTAIN MIXED USE
P.R.D. PHASE 2 (SOUTH)
(BK. 312, PG. 7)
S 01°37'56" W
296.43'
Δ=16°42'10"
R=955.00'
L=278.40'
S 69°54'30" W
354.84'
Δ=25°56'30"
R=955.00'
L=432.40'
TRUE POINT OF BEGINNING
N 46°02'00" W
37.00'
PARCEL I
CONSERVATION AREA 1
N 47°24'01" E
50.09'
NE GOODWIN ROAD
N 43°58'00" E
266.78'
N 43°58'00" E
123.68'
40.00'
S 65°59'15" W
117.87'
TRACT "C"
91,964 S.F.
TRACT "B"
TRACT "A"
LOT 2
LOT 1
S 10°28'34" W
29.23'
37.00'
NE INGLE ROAD
0
200
400
600
SCALE: 1"=200'
OLSON ENGINEERING INC.
LAND SURVEYORS
ENGINEERS
222 E. EVERGREEN BLVD., VANCOUVER, WA 98660
360-695-1385
503-289-9936
URBAN VILLAGE-TRACT "C"
CONSERVATION COVENANT AREAS
NW1/4 & SW1/4 S.21, T.2.N, R.3.E, W.M.
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JOB NO. 8938.01.02
DATE: 09-01-2021
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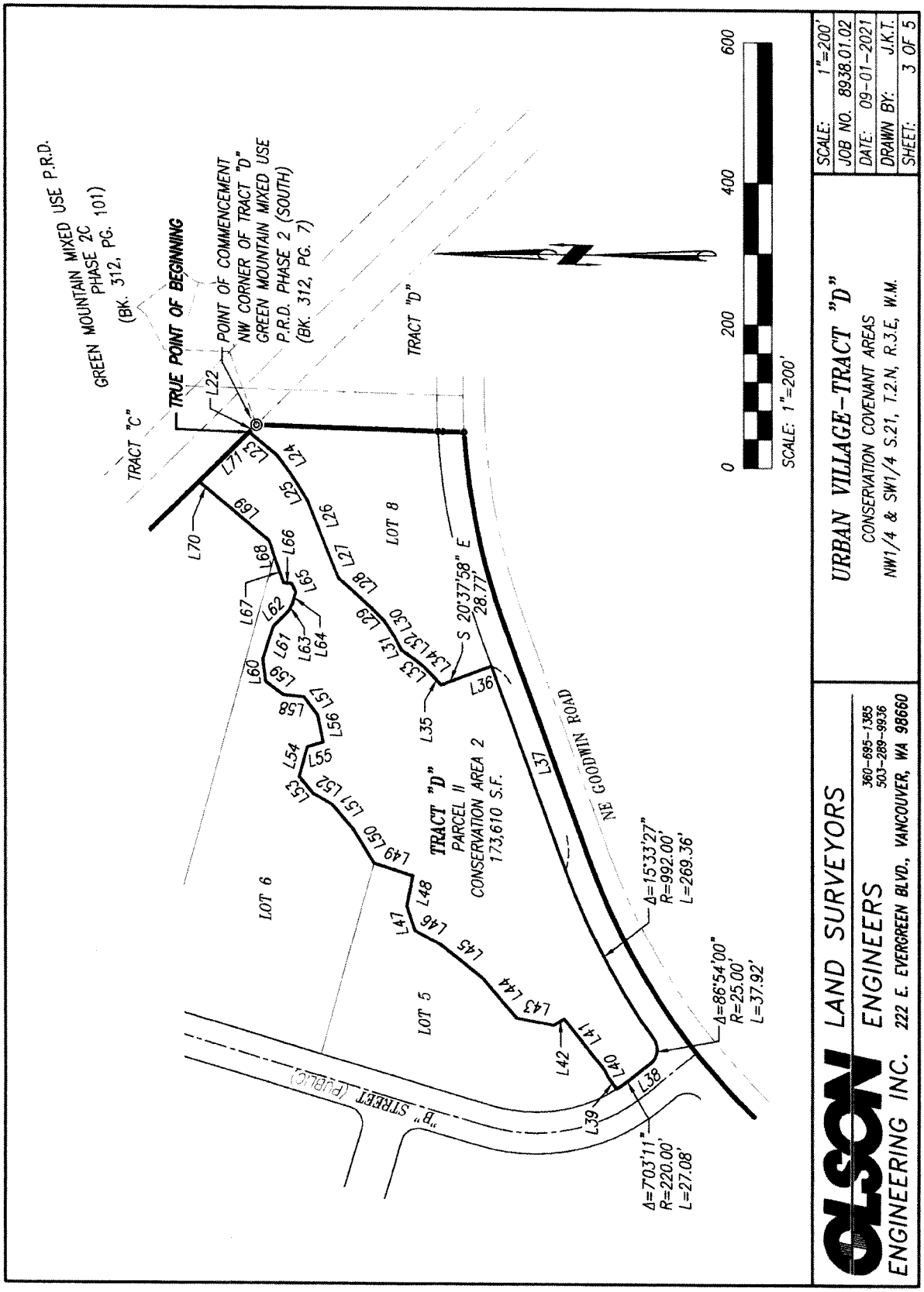
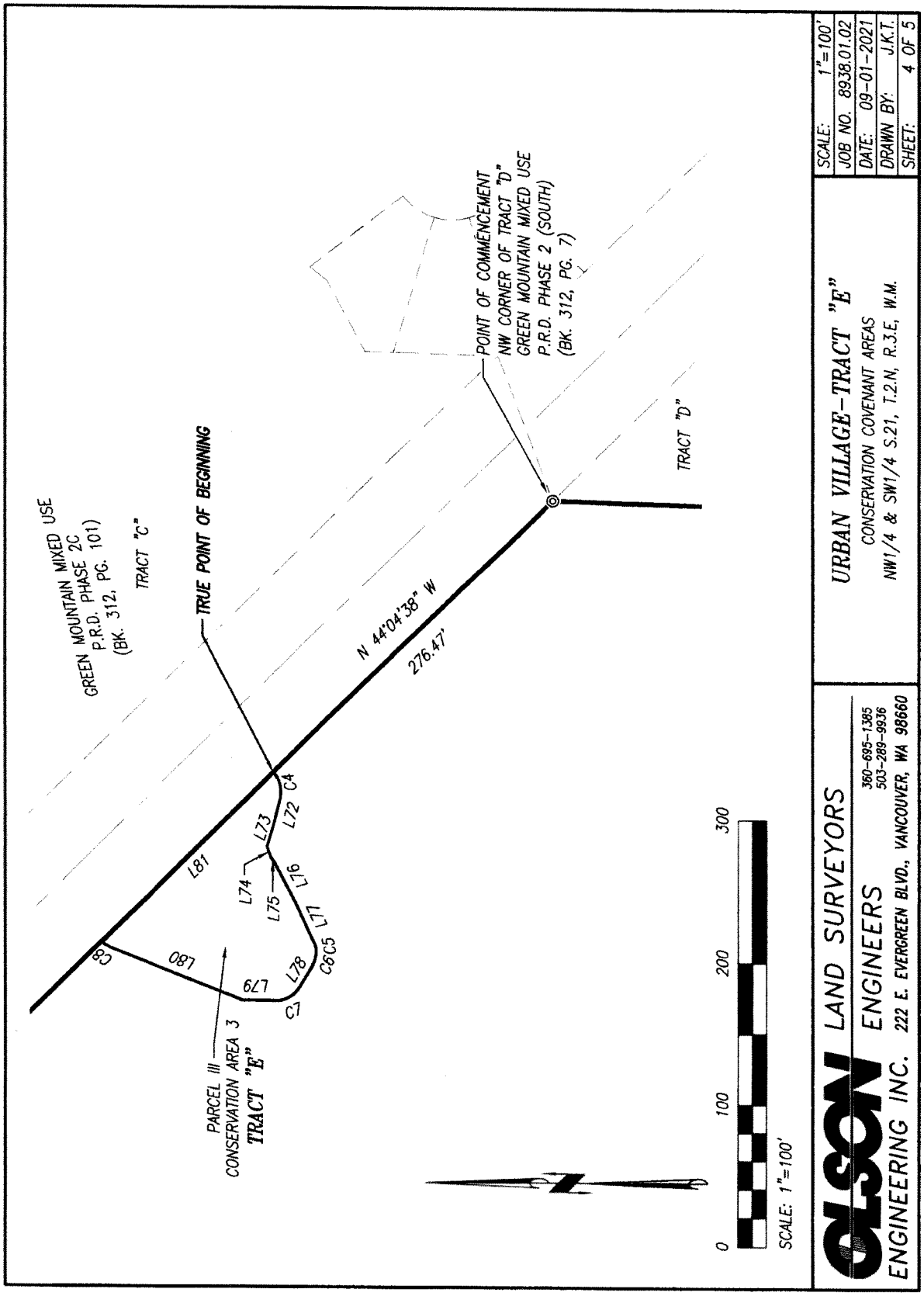
SHEET: 2 OF 5


GREEN MOUNTAIN MIXED USE P.R.D.
PHASE 2C
(BK. 312, PG. 101)
TRUE POINT OF BEGINNING
POINT OF COMMENCEMENT
NW CORNER OF TRACT "D"
GREEN MOUNTAIN MIXED USE
P.R.D. PHASE 2 (SOUTH)
(BK. 312, PG. 7)
TRACT "C"
TRACT "D"
LOT 6
LOT 5
LOT 8
TRACT "D"
PARCEL II
CONSERVATION AREA 2
173,610 S.F.
S 20°37'58" E
28.77'
NE GODWIN ROAD
"B" STREET (PUBLIC)
Δ=15°33'27"
R=992.00'
L=269.36'
Δ=86°54'00"
R=25.00'
L=37.92'
Δ=703'11"
R=220.00'
L=27.08'
0
200
400
600
SCALE: 1"=200'
CLSON LAND SURVEYORS
ENGINEERS
ENGINEERING INC.
360-695-1385
503-289-9936
222 E. EVERGREEN BLVD., VANCOUVER, WA 98660
URBAN VILLAGE-TRACT "D"
CONSERVATION COVENANT AREAS
NW1/4 & SW1/4 S.21, T.2.N, R.3.E, W.M.
SCALE: 1"=200'
JOB NO. 8938.01.02
DATE: 09-01-2021
DRAWN BY: J.K.T.
SHEET: 3 OF 5



OLSON ENGINEERING INC.
LAND SURVEYORS
ENGINEERS
360-695-1385
503-289-9936
222 E. EVERGREEN BLVD., VANCOUVER, WA 98660

URBAN VILLAGE-TRACT "E"
CONSERVATION COVENANT AREAS
NW1/4 & SW1/4 S.21, T.2.N, R.3.E, W.M.

SCALE:	1"=100'
JOB NO.	8938.01.02
DATE:	09-01-2021
DRAWN BY:	J.K.T.
SHEET:	4 OF 5

Clark Auditor 6/9/2025 2:41 PM 6254001 Page:24/24

LINE TABLE

LINE	BEARING	DISTANCE
L1	S 74°03'57" W	59.71'
L2	S 76°29'20" W	11.79'
L3	S 85°55'34" W	17.48'
L4	N 43°24'53" W	37.01'
L5	N 26°51'35" W	29.97'
L6	N 27°15'05" W	53.52'
L7	N 57°15'50" W	31.00'
L8	S 85°44'59" W	41.97'
L9	S 66°45'39" W	24.13'
L10	S 59°42'40" W	39.11'
L11	S 36°46'27" W	42.03'
L12	S 12°48'54" W	25.49'
L13	N 76°21'27" W	12.01'
L14	S 01°44'27" E	42.13'
L15	S 07°24'31" W	44.78'
L16	S 03°14'03" W	59.21'
L17	S 03°29'31" W	54.26'
L18	S 11°10'45" E	45.75'
L19	S 01°43'49" E	16.10'
L20	S 51°26'00" W	37.58'
L21	S 89°15'44" E	67.64'
L22	N 44°04'38" W	14.77'
L23	S 39°00'27" W	51.73'
L24	S 52°45'26" W	31.95'
L25	S 57°24'54" W	44.95'
L26	S 68°12'32" W	65.15'
L27	S 67°39'50" W	53.69'
L28	S 41°31'14" W	65.62'
L29	S 45°06'53" W	21.66'
L30	S 55°57'01" W	28.44'
L31	S 61°49'45" W	20.22'
L32	S 35°12'33" W	26.62'
L33	S 39°15'10" W	14.22'

LINE TABLE CONTINUED

L34	S 44°20'11" W	16.51'
L35	S 49°53'05" W	17.03'
L36	S 20°02'09" E	47.71'
L37	S 69°54'30" W	305.65'
L38	N 38°44'57" W	33.42'
L39	N 53°53'54" E	20.04'
L40	N 62°02'43" E	13.12'
L41	N 51°15'03" E	90.63'
L42	N 30°29'13" W	17.59'
L43	N 10°27'21" E	53.54'
L44	N 49°01'18" E	72.23'
L45	N 38°41'05" E	78.55'
L46	N 28°31'01" E	40.03'
L47	N 71°57'55" E	36.40'
L48	S 78°45'32" E	43.57'
L49	N 17°29'10" E	58.66'
L50	N 57°50'05" E	59.00'
L51	N 49°12'29" E	43.64'
L52	N 30°09'25" E	30.81'
L53	N 49°12'48" E	30.56'
L54	S 74°31'44" E	43.02'
L55	S 16°54'49" E	23.32'
L56	N 78°58'56" E	38.70'
L57	N 53°03'48" E	32.28'
L58	N 05°24'20" E	29.81'
L59	N 37°07'37" E	31.64'
L60	N 82°32'24" E	31.91'
L61	S 71°20'31" E	48.00'
L62	S 45°08'27" E	29.69'
L63	S 62°07'43" E	13.49'
L64	S 73°22'38" E	16.16'
L65	N 63°01'44" E	13.04'
L66	N 05°02'09" E	11.86'
L67	N 71°14'46" E	33.04'

LINE TABLE CONTINUED

L68	N 71°52'19" E	30.31'
L69	N 39°19'52" E	106.04'
L70	N 38°55'19" E	24.86'
L71	S 44°04'38" E	100.73'
L72	N 75°21'46" W	18.77'
L73	N 72°42'46" W	15.74'
L74	S 70°03'28" W	7.91'
L75	S 54°02'11" W	4.55'
L76	S 61°36'59" W	32.64'
L77	S 64°05'50" W	29.15'
L78	N 57°54'13" W	16.12'
L79	N 00°41'19" E	19.30'
L80	N 21°13'32" E	99.57'
L81	S 44°04'38" E	170.62'

CURVE TABLE

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH
C1	4°11'02"	992.00'	72.44'
C2	42°01'54"	25.00'	18.34'
C3	2°50'10"	763.00'	37.77'
C4	58°29'46"	20.00'	20.42'
C5	35°27'49"	15.76'	9.75'
C6	24°59'05"	22.19'	9.68'
C7	68°09'18"	21.34'	25.38'
C8	26°39'27"	20.00'	9.31'

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222 E. EVERGREEN BLVD., VANCOUVER, WA 98660

URBAN VILLAGE
CONSERVATION COVENANT AREAS
NW1/4 & SW1/4 S.21, T.2.N, R.3.E, W.M.

SCALE:	NO SCALE
JOB NO.	8938.01.02
DATE:	07-15-2021
DRAWN BY:	J.K.T.
SHEET:	5 OF 5

Exhibit 35 SUB25-1007

URBAN VILLAGE NARRATIVE for GREEN MOUNTAIN PRD

(in supplement to PRD narrative submitted with original application)

The Urban Village component of the master plan provides a community commercial and higher density residential mixed use center for Green Mountain. The goal of the Urban Village is to create an environment that is pedestrian and transit friendly, and provides a successful mix of uses that are compatible, easily accessible and functionally integrated. The Urban Village is intended to create a vibrant live, work, shop area that will be connected with the surrounding PRD through landscaping, parks, trails and open spaces.

The Urban Village is approximately 33 acres in size and contains about 12.5 acres of underlying multi-family zoned property and 15.2 acres of underlying community commercial zoned property. The currently approved PRD functionally eliminates the underlying zoning and replaces it with a more detailed master plan that provides for and now requires a blending of the underlying permitted uses. The balance of this area is open space and a 'parkway' circulator street. The center of the Urban Village is intended to provide an opportunity for development of mixed use buildings including residential over retail or office, as well as, free standing commercial or public facility buildings. This village center will also integrate some free standing residential buildings with replacement commercial acreage coming from mixed use or residential areas elsewhere within the Urban Village. The Urban Village will have a robust residential component that when fully built will account for approximately 24% of the residential units at Green Mountain.

The Urban Village is composed of five development pods: four multi-family residential pods and one commercial pod. These Pods are A1, A2, A3, B5 and H. The three A Pods may develop as standalone multi-family sites or may combine with each other or the H Pod (CC) to create the integrated Urban Village. The one B pod may develop as free standing residential or be a mixed use development. The H Pod contains approximately 8.8 net developable acres of commercial. Consistent with the Development Agreement and the approved PRD, a minimum of 8.8 acres in the Urban Village will be developed with commercial/employment uses. The Village Center portion of the Urban Village area may add an additional 100 residential units if certain commercial development thresholds are reached. The Urban Village site is complimented by the Oak lined stream corridor on the south edge along Goodwin Road that flows to a passive open space area at the intersection of Goodwin and Ingle. On the north edge the Village abuts the Parkway circulator street that defines the south section of Central Park. To the east is the BPA easement that will contain the regional trail linking to the oak lined stream trail that terminates at the village center. This link will allow pedestrian access via trail to the Village Center from all of the Green Mountain neighborhoods. Central Park will provide a community trail around its edges connecting the Village to this community scale open space. On site pedestrian connections will reinforce these links, providing the Urban Village with an integrated trail and open space component that is innovative and superior.

By functionally integrating mutually supporting commercial and residential uses substantial opportunities are presented to create specialty retail and other commercial space that may a have residential uses on the second floor. Some commercial uses will be located in the interior of the Urban Village to further enhance the Village character and pedestrian opportunities to access goods and

services. Opportunities are also created to architecturally blend the commercial uses with the residential uses to allow for an eclectic mix of styles and uses that are "Village character". The Urban Village architecture is envisioned as being in some case thematic but definitely inclusive of innovative and distinctive contemporary architectural styles. The objective is to create a 'sense of place'; a vibrant place to live work, shop and recreate.

PLANNING PRINCIPALS

Land Use

Create a Mixed Use Urban Village framework plan that is financially feasible and economically sustainable over time.

Allow vertical and horizontal mixed uses. Allow work/live and similar innovative housing and work place opportunities.

Highlight views to Green Mountain and other key natural resources such as the oak grove and on site stream.

Utilize existing oak and stream natural area as an Urban Village feature.

Incorporate a sense of entry into the village through the use of signage, gateway features, street design, landscaping and building form.

Site key commercial buildings and any mixed use structures to provide a sense of enclosure along select village center streets. Create pedestrian friendly storefronts.

Commercial

Site buildings to create mixed use Village Center. Provide a 'third place' with active streets in the village center. Building height should be sufficient to create a sense of street enclosure, setbacks minimal to encourage pedestrian use. Ensure that the majority off-street parking is screened, and by design minimized in the village center. Permit residential uses in the village center.

Ensure that large scale retail does not detract from the heart of the village center.

Reduce visual impacts of surface parking from adjacent streets.

Provide a signage program for the urban village that helps establish a sense of place.

Housing

Overall density to be governed by a combination of the PRD planning units inside the Urban Village boundary.

Residential areas should allow for opportunities for a variety of housing types and range of densities that meet the needs of people in a range of household incomes and structures.

Environmentally sustainable approaches should be incorporated in the design and construction of housing.

Individual neighborhoods should allow for a range of architectural styles and design character.

Infrastructure

Work with the city to adjust street standards as necessary to minimize impacts on existing wetlands along the Urban Village frontage(s) and internally in order to minimize environmental impacts and reinforce the Village Center character.

Work with the city to adjust street standards to facilitate creation of a pedestrian friendly active streetscape for the village center.

Streets in the mixed use and commercial areas should incorporate to the extent practical many of the following features: wide sidewalks, highly visible crosswalks, medians or refuges, on street parking, pedestrian scale lighting, street trees and furniture.

Trails and pathways should be linked to sidewalks and at all Urban Village access points.

DESIGN GUIDELINES

Phases of the Urban Village are intended to be implemented through the City of Camas Design Review process.

A. Create Opportunities for mixed use development.

Provide a framework master plan and guidelines that will encourage Mixed Use development. Permit mixed uses vertically or horizontally side by side in the same development but not necessarily on the same parcel. Use standards allow development of parcels with a mix of commercial/employment and residential uses, characterized by design amenities that enhance the pedestrian environment. Provide an internal pedestrian system connecting to PRD community trails linked to planned neighborhoods and Central Park.

B. Balance Transportation needs on large sites

Allow a variety of streetscapes accommodating the required vehicular traffic. Permit expanded sidewalks and contiguous plazas. Allow innovative parking standards on Village Center streets.

C. Create a new efficient street pattern

Create standards designed to facilitate the completion of a modified street grid providing a transportation and development framework that accommodates pedestrians, bicycle, and automobile travel and recognizes the existing oak grove, stream, wetlands and the future infra-structure and storm pond requirements.

D. Enhance the economic viability of mixed use projects.

Allow flexibility in development standards to permit a complimentary mixture of uses within a development, but not necessarily on the same parcel. Allow new urban development concepts

that are market-responsive, to create a successful mixed use Urban Village that will complement the surrounding neighborhood. Permit integrated vertical and horizontal mixed use development patterns. Allow innovative parking standards and development techniques to diminish the automobile parking impacts.

E. Create an attractive streetscape

Develop streetscape components that are designed to create a sense of a Village Center by providing an interesting and attractive pedestrian environment. A combination of mixed use structures and single level retail buildings along with an enhanced streetscape integrating attractive pedestrian elements are key components of the Village Center. Extend components as appropriate to the balance of the Urban Village.

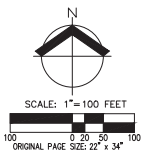
F. Provide Urban Village area elements

The Urban Village will incorporate design, development and infrastructure amenities indicative of an Urban Village, including pedestrian focused street system, mixed use buildings and building facades that contribute to street enclosure, and the inclusion of "third places" such as multi-functional plaza space to encourage a sense of community and gathering. Incorporate the existing oak grove and stream corridor into the 'village center'. Allow flexible transitions between uses and flexible road standards as noted. Utilize distinctive but common landscaping, signage, lighting, and street furniture elements.

G. Integrate higher density residential.

The Urban Village should incorporate high density residential uses to compliment the Village Center.





GENERAL NOTES

1. UTILITIES SHOWN FOR NE 87TH AVENUE AND N HUERTA DRIVE ARE ASSUMED EXISTING FOR THE PURPOSES OF THIS PLAN. THESE UTILITIES WILL BE CONSTRUCTED WITH URBAN VILLAGE SHORT PLAT STAGE 2 AND STAGE 3 UNDER A SEPARATE COVER.
2. RESIDENTIAL FIRE SPRINKLERS ARE REQUIRED IN ALL UNITS.
3. AN EXISTING 8" DI WATER MAIN IS LOCATED IN NE 87TH AVENUE, N 89TH AVENUE & N HUERTA DRIVE. WATER TO THIS DEVELOPMENT WILL BE SUPPLIED BY CONNECTION TO THESE MAINS, DESIGNED DURING FINAL ENGINEERING.
4. IN ADDITION TO THE EXISTING FIRE HYDRANTS LOCATED AT NE INGLE ROAD AND NE 87TH AVENUE AND EAST OF SITE ON N HUERTA DRIVE, PROPOSED FIRE HYDRANT LOCATIONS WILL BE LOCATED PER CDSM AND FMO THROUGHOUT THE PROPOSED DEVELOPMENT.
5. IRRIGATION METERS WILL BE OWNED BY HOA.
6. SEE SHEETS P7.0 – P7.1 FOR STORMWATER DESIGN.
7. VERIFICATION OF WATER PRESSURE AND AVAILABILITY TO BE COORDINATED WITH THE STAFF.
8. PRELIMINARY UTILITY SIZING LISTED BELOW TO BE FINALIZED DURING FINAL ENGINEERING:
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HATCH LEGEND

TO DEVELOP THE LACAMAS VILLAGE SUBDIVISION (PA24-13), IT IS ASSUMED THAT STAGE 2 AND STAGE 3 OF THE URBAN VILLAGE SHORT PLAT (UVSP) IS UNDER CONSTRUCTION OR APPROVED FOR CONSTRUCTION PRIOR TO LACAMAS VILLAGE FINAL ENGINEERING APPROVAL. THESE IMPROVEMENTS ARE SHOWN AS EXISTING FOR THE PURPOSES OF THIS PLAN. ACCEPTANCE OF THE LACAMAS VILLAGE IMPROVEMENTS WILL NOT OCCUR UNTIL STAGE 2 AND STAGE 3 ACCEPTANCE IS ACHIEVED.



KEY MAP

AKS ENGINEERING & FORESTRY, LLC
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WWW.AKS-ENG.COM

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PRELIMINARY COMPOSITE UTILITY PLAN OVERVIEW
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P6.0

AKS DRAWING FILE: 11021 P6.0 UTILITY.DWG | LAYOUT: P6.0

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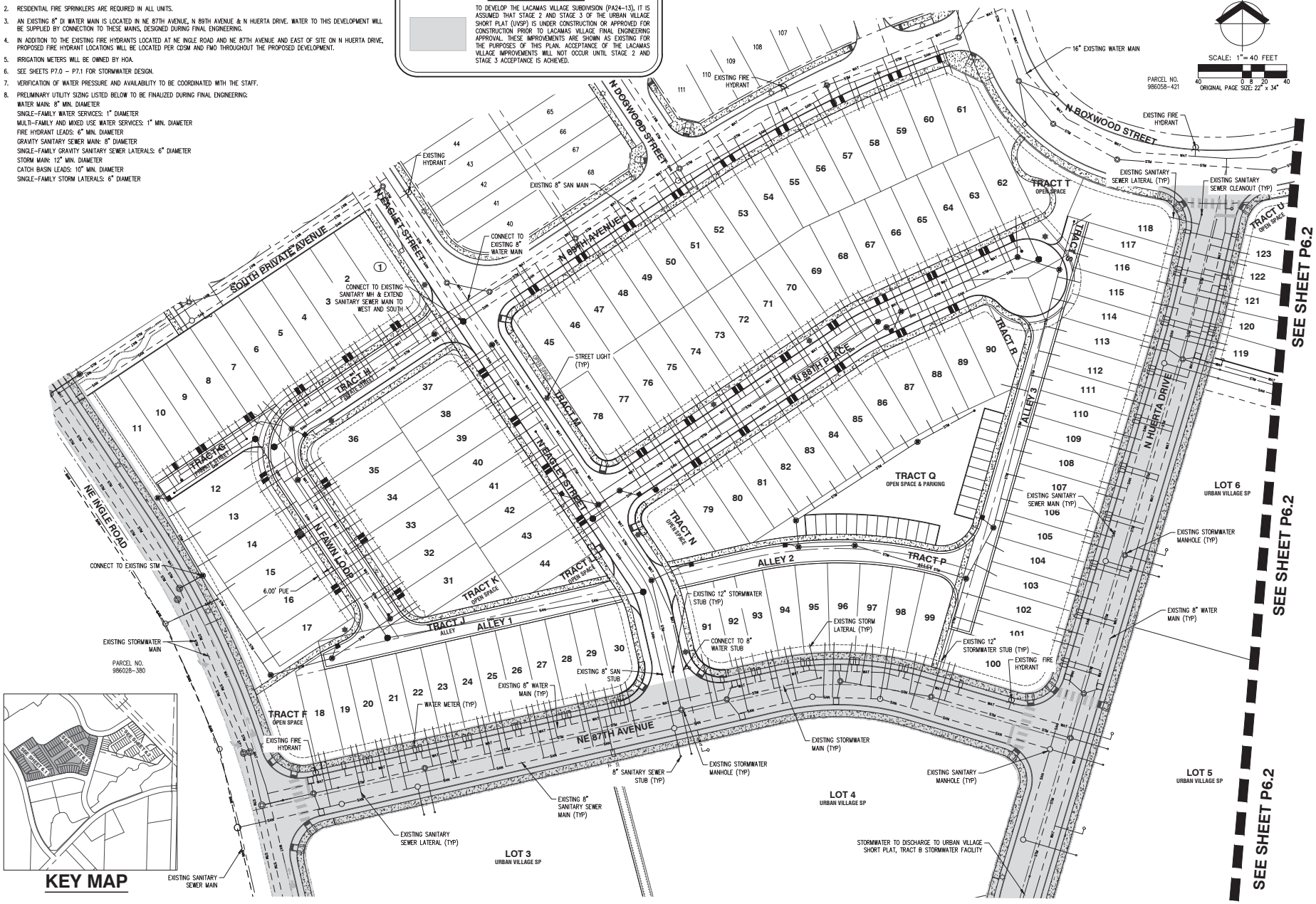

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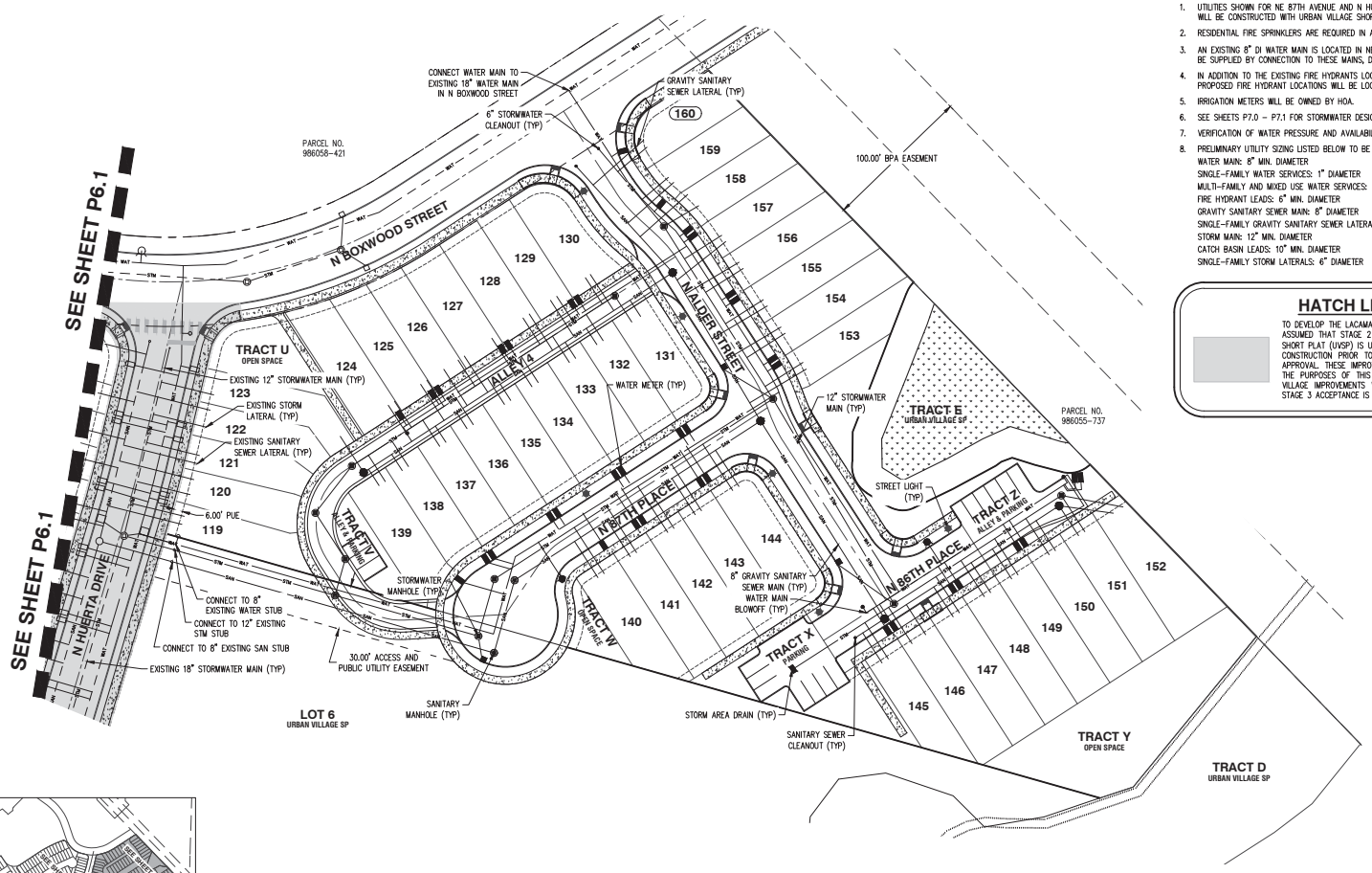
PRELIMINARY COMPOSITE UTILITY PLAN (WEST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

JAMES SHACKLEFORD — STATE OF WASHINGTON — 24007 — REGISTERED PROFESSIONAL ENGINEER

JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P6.1

AKS DRAWING FILE: 11021 P6.0 UTILITY.DWG | LAYOUT: P6.1





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SCALE: 1" = 40 FEET
40 0 8 20 40
ORIGINAL PAGE SIZE: 22" x 34"

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PRELIMINARY COMPOSITE UTILITY PLAN (EAST)
LACAMAS VILLAGE
WOLLAM & ASSOCIATES
CAMAS, WASHINGTON

JOB NUMBER:	11021
DATE:	9/26/2025
DESIGNED BY:	CJS
DRAWN BY:	LMP/ALL
CHECKED BY:	CJS

P6.2

AKS DRAWING FILE: 11021 P6.0 UTILITY.DWG | LAYOUT: P6.2

Lacamas Village (SUB25-1007)
Index of Exhibits

Exhibit No.	Title/Description	Document Date
1	Applicant's Narrative	7/2025
2	Pre-Application Conference Notes	6/20/24
3	Technically Complete Letter	10/8/25
4	Application Review Letter	8/8/25
5	Staff Response to Applicants' Incompleteness Review Questions	9/11/25
6	Development Sign Posting	
7	Mailing Labels	6/19/25
8	Affidavit of Mailing Notice of Application	10/22/25
9	Notice of Application	10/23/25
10	Cocks Public Comment	11/3/25
11	City Responses to Cocks Comments	11/10/25
12	Title Report	
13	Preliminary Plat June	6/24/25
14	Preliminary Plat September	9/26/25
15	Preliminary Plat November	11/20/25
16	Preliminary Landscape Plan	11/21/25
17	Layout Update Package	11/21/25
18	Preliminary Parking Plan	12/15/25
19	Preliminary Plat December	12/16/25
20	Transportation Impact Study	7/10/25
21	Preliminary Stormwater Plan & Technical Information Report	9/26/25
22	Preliminary Stormwater Design Report	9/26/25
23	Affidavit of Mailing Notice of Public Hearing	1/21/26
24	Notice of Public Hearing	1/22/26
25	Green Mountain Tract B Utility Plans	3/20/25
26	Thrive at Green Mountain Plat	8/14/23
27	Ordinance Changing Street Names	11/6/23
28	Green Mountain PRD Development Agreement	11/20/14
29	Geological Soil Analysis Report	1/7/14
30	SEPA14-21 Determination of Non-Significance	3/3/15
31	SEPA20-06 Determination of Non-Significance	8/6/20
32	SP20-02 Green Mountain Urban Village Short Plat decision	1/14/21
33	SUB14-02 Green Mountain Urban Village Final Order	8/4/15
34	Green Mountain Urban Village Recorded Short Plat	9/30/25
35	Green Mountain Urban Village Conservation Covenant Recorded	6/9/25
36	Urban Village Narrative for Green Mountain PRD	
37	Preliminary Composite Utility Plans	9/26/25