



STAFF REPORT
Camas High School Tennis Court Redevelopment
Planning Case Number CUP24-1001
Report Date: March 14, 2025

TO	Hearings Examiner	HEARING DATE	March 20, 2025
PROPOSAL	Conditional Use Permit, Minor Design Review, and SEPA Review for the proposed redevelopment of the existing tennis courts and adjacent landscaping, parking, and drive aisles on approximately 3.32 acres within the subject 52.37-acre site, situated in the R-7.5 Single Family Residential Zone.		
LOCATION	The site is located at 26900 SE 15 th Street, Camas, WA 98607, in the SE ¼ of Section 35, Township 2 North, Range 3 East, Camas, WA, Parcel Numbers: 178111-000 and 178147-000.		
APPLICANT/ CONTACT	Steven McAtee, MacKay Sposito 18405 SE Mill Plain Blvd. #100 Vancouver, WA 98683	OWNER	Camas School District 841 NE 22 nd Ave. Camas, WA 98607
APPLICATION SUBMITTED	October 1, 2024	APPLICATION COMPLETE	December 17, 2024
PUBLIC NOTICES	A Notice of Application was mailed to property owners within 300 feet of the site and published in the Post Record on December 26, 2024. Legal publication #971130. A Notice of Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on March 6, 2025. Legal publication #989260.		

APPLICABLE LAW: The application was submitted on October 1, 2024, and the applicable codes are those codes that were in effect at the date of the application’s first submittal. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18 Zoning.

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SUMMARY

An application has been made to the City of Camas for a conditional use permit and minor design review for the proposed tennis court improvements located at Camas High School. Specifically, the Camas School District is collaborating with U.S. Tennis Association (USTA PNW) to create a covered tennis center at the site of the existing eight (8) tennis and two (2) pickleball courts. The proposed project includes resurfacing and lighting the existing tennis courts, installing an approximate 59,800-sf dome air structure enclosure over the tennis courts, and associated improvements to the site for access, parking, and placement of a bathroom/locker/entrance structure adjacent to the covered tennis courts.

Camas High School is located at 29600 SE 15th Street and consists of tax parcels 178111-000 and 178174-000, hereby known as the “subject property”. The subject property is approximately 52.37 acres in size and is situated in the R-7.5 – Single-Family Residential Zone.

The proposed project involves the redevelopment of the existing tennis courts and adjacent landscaping, parking, and drive isles and the project area consists of approximately 3.32 acres of the overall subject property. The facility will be used by the high school boys’ and girls’ teams during their respective seasons, and by the USTA PNW organization during off-season and other times when it is not in use by the high school teams. As per CMC 18.07.030 – Table 2, the proposed use is allowed through the approval of a Conditional Use Permit (CUP), provided the proposal complies with the approval standards of CMC 18.43 and design regulations as per CMC 18.19. The proposed development does or can comply with the applicable standards of the Camas Municipal Code.

FINDINGS

Chapter 16.07 State Environmental Policy Act

A SEPA checklist was submitted, and a Determination of Non-Significance was issued on January 2, 2025, as the proposed development is over 30,000 square-feet in size, including associated parking as per CMC 16.07.020. A. The comment period ended January 16, 2025. During the SEPA comment period, one comment was received from HSR Capital regarding a 60-foot, non-exclusive easement for ingress, egress and utilities along the northerly property line. HSR requested that the easement be noted on all proposed land use engineering plans associated with the proposed project. The correspondence has been included in the public record.

Chapter 18.19 Design Review

As per CMC 18.19.020, design review is required for the proposed project as the redevelopment of the existing tennis courts requires a building permit. The proposed project includes the redevelopment of the existing 8 tennis courts and 2 pickle ball courts. The project area is located along the northerly (rear) property line of Camas High School, easterly of the existing football field, and westerly of the existing baseball fields. There is an existing parking lot located to the south of the project site, however the proposed site plan shows the addition of a one-way drive aisle and parking to the east and north of the proposed tennis facility.

The conceptual layout shows the project area to be redeveloped by resurfacing the tennis courts, adding lighting, and an approximate 59,800-sf dome air structure enclosure will be installed over the tennis courts. The dome air structure is proposed to be approximately 450-feet long, 130-feet wide, and 43-feet high. The structure consists of an outer fabric that is vinyl coated opaque polyester fabric with acrylic

exterior top coating. The exterior will be white in color. A 600-square-foot CMU structure that will house the facility entrance as well as restrooms/storage will be situated on the east elevation of the dome structure. The restroom/storage structure will be constructed with CMU concrete blocks and will be gray in color.

Also proposed are improvements to the site for access, parking, and placement of an entrance structure that will include restrooms and storage areas, adjacent to the covered tennis courts. The landscape plan, which includes a diverse mix of native and drought-tolerant species, enhances the site's natural environment and contributes to a cohesive land use pattern. The project application includes a request for minor design review approval for the proposed modifications and can be conditioned to be in compliance with the Design Review Manual.

FINDING: Staff found the proposed project is generally in compliance with the Design Review Manual, and applicable design principles and guidelines of CMC Chapter 18.19 as conditioned.

Chapter 18.43 Conditional Use Permit

CMC Chapter 18.43.050 Criteria for Conditional Use Permit Approval:

The hearings examiner shall be guided by the following criteria in granting or denying a conditional use permit:

- A. The proposed use will not be materially detrimental to the public welfare, or injurious to the property or improvements in the vicinity of the proposed use, or in the district in which the subject property is situated;***

The applicant is seeking a Conditional Use Permit to redevelop and convert the existing tennis courts on the subject property is conditionally permitted under CMC 18.07 040 – Table 2. The Camas School District, in partnership with USTA PNW, plans to develop a covered tennis center at the Camas High School site (subject site), which currently has 8 tennis courts and 2 pickleball courts (project area). The proposed project includes:

- Resurfacing and lighting the existing tennis courts;
- Installing a 59,800-square-foot enclosure over the tennis courts;
- Site improvements for access, parking, and the installation of a bathroom/locker/entrance structure adjacent to the covered courts; and
- Adding a new 15 to 16-foot wide, one-way drive aisle along the north and east sides of the proposed structure, accommodating 41 new parking stalls.

Camas High School is a public institution. Under the existing conditions, the tennis courts are used by the school's tennis teams during Spring and Fall terms. Practices are typically held between 4:00pm-6:00pm while meets are held between 3:30pm – 6:00pm. When not in use by the school, the courts are open to the general public however formal classes and tournaments may not be organized on a regular basis. Low usage of the facilities typically occurs during Winter term due to weather and lack of daylight. The proposed Conditional Use Permit will allow USTA PNW to collaborate with the school district and utilize the upgraded facilities for their organizational instruction and programming.

Since no additional courts would be constructed as part of the proposal the capacity of patrons to the courts could accommodate at any given time will not change, rather the hours of use may be extended during inclement weather and at time frames outside the AM and PM peak hours during low light conditions. Additionally, the USTA/Camas School District (CSD) facility is not expected to

generate significantly more users of the facility during the Winter months relative to the high school during the normal school year. During the summer school break, the joint facility will be open for use by both the USTA and the school, noting the summer school break does not necessarily mean a complete break of school activity. It is anticipated that the summer window for school inactivity of the courts will be temporary and limited to approximately 6 weeks.

Although the use will be expanded to USTA PNW, the core function of the sport courts will remain unchanged. Therefore, the proposed use as a community club is not expected to have a materially detrimental effect on public welfare or negatively impact nearby properties or improvements within the surrounding district.

FINDING: The proposed development is an allowed use, subject to the approval of a conditional use permit, per CMC Chapter 18.07 Use Authorization and will not be detrimental to the public or injurious to adjacent uses as discussed and conditioned throughout this staff report.

B. The proposed use shall meet or exceed the development standards that are required in the zoning district in which the subject property is situated;

As the applicant has outlined in the project narrative, and along with the submitted plans and supplemental documents, the proposed redevelopment of the project area meets or exceeds the development standards of the R-7.5 zoning district. The building's architecture, provided parking and site layout are designed to maintain the cohesive design language of the campus, ensuring visual harmony with the existing structures. Additionally, the enhanced landscaping along the north property line provides further screening, contributing to the aesthetic integration of the project. As such, the design complies with all relevant development standards of the zoning district and aligns with the existing character of the subject property as well as the surrounding area.

Roads

The proposed project is to meet the requirements of CMC 17.19.040.B Streets and the Camas Design Standards Manual (CDSM).

The proposed development is located on the northern property line of the existing Camas High School, which is on the north side of SE 15th Street. SE 15th Street is classified as an existing 3-lane arterials with curb, gutter, and sidewalk on the north side of the road only along the frontage of the high school.

[SE 15th Street]

Per CMC 17.19.040.B.1, half-width street improvements and per CMC 17.19.040.B.5 dedication of additional right-of-way may be required for a development when it is necessary to meet the minimum street width standards or when lack of such dedication would cause or contribute to an unsafe road or intersection.

The street frontage adjacent to the Camas High School and the proposed development is fully improved, therefore neither half-width street improvements nor dedication of additional right-of-way is required.

Staff concurs.

Per CDSM, Table 3 – Access Spacing Standards, roadways classified as an arterial require a minimum driveway setback of 300-feet. There are three existing access driveways off SE 15th Avenue. No new accesses are being proposed. The spacing for the existing access driveways were approved at the time of the high school was constructed and therefore, the access spacing standard for the proposed development improvement does not apply.

[Private Roads]

Per the preliminary site plans, dated September 3, 2024, the proposed development improvements are shown to take access via an existing driveway that is in the northeastern edge of the existing 'parking

access loop'. The improvements include the addition of a new private road that will extend from the eastern side, along the northern side of the existing tennis courts with nine (9) new parking spaces along the east side and thirty-two (32) new parking spaces along the north side and connect to the existing onsite access road to NE Garfield Street. The proposed improvements will also provide new sidewalks that will complete the perimeter sidewalk connection along the existing 'parking access loop' and provide new sidewalks adjacent to the new parking spaces.

Per the Camas Design Standards Manual (CDSM), Table 1 – Guidelines for Geometry of a Private Roadway, Note 2.c. Aisle dimensions, one-way aisles are to be a minimum of 15-feet-wide; two-way aisles are to be a minimum 24-feet-wide.

The new on-site private road is shown with a minimum paved width of 15 feet for one-way vehicular movement. Staff has concerns that there is the potential for large vehicles parking in the diagonal parking spaces have a potential to extend into the 15-foot drive aisle and hamper access for fire, lift, safety. Increasing the width of the drive aisles to a minimum of 16-feet to 18-feet of paved surface adjacent to parking spaces which would allow for emergency response vehicles to access the tennis courts from either the east or north sides of the new tennis courts, restrooms, and locker rooms without personal vehicles impeding emergency response vehicles.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to work with engineering and the Fire Marshal's Office to increase the drive aisle width to a minimum of 16-feet to 18-feet, adjacent to all the new parking spaces, to ensure unimpeded access for fire, life, safety access.

Per CMC 17.19.040.B.10.D.b.iii. Pedestrian connections need to meet the Design Standards Manual for ADA accessibility in accordance with PROWAG AND ADAAG.

Staff recommends a condition of approval that prior to final engineering plan approval, all the new sidewalks should be designed to meet the requirements for ADA accessibility per the PROWAG and ADAAG.

Per CMC 18.13.060.F Parking areas, Wheel stops should be used adjacent to tree wells and planter areas to protect landscaping from car overhangs. Additionally, wheel stops are to be used at all parking stalls adjacent to sidewalks/walkways.

Staff finds a condition of approval is warranted that prior to final engineering plan approval, the applicant should submit final site improvement plans and final landscape plans that shall include wheel stops and/or curb stops at all parking spaces adjacent to landscaping and sidewalks/walkways.

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

Per the preliminary site plans, dated September 3, 2024, the new private road to be constructed for access to the proposed improvements, is shown to extend from the existing driveway approach off the existing parking lot. The existing driveway approach does not show the required 25-foot curb radius on both sides of the approach.

Staff finds a condition of approval is warranted that prior to final engineering plan approval, the applicant should submit final site improvement plans with the following revision:

- The existing driveway approach and adjacent sidewalks on the east side of the proposed improvements is to be removed and replaced with the minimum 25-foot curb radii on each side of the new private road.

FINDING: Staff finds that the proposed development, as conditioned, can or will meet the requirements of CMC 17.19.040.B and the Camas Design Standards Manual (CDSM) for Roads.

Sanitary Sewer

The proposed project is to meet the requirements of CMC 17.19.040.C.2 sanitary sewers.

There is an existing onsite 6-inch sanitary STEF main that was constructed for the benefit of the new High School. The existing 6-inch STEF main crosses the High School's parking lot in a westerly-to-easterly direction and discharges into an existing STEF tank that is southeast of the existing tennis courts and baseball fields.

[Onsite Private Sanitary Sewer System]:

The preliminary utility plans dated September 16, 2024, show a proposed connection to an existing 6-inch STEF sewer stub, located approximately 20 linear feet southwest of the existing STEF tank. The new 6-inch STEF sewer line would then extend north to a new STEF tank, with a grinder pump, and a sewer lateral to the proposed restroom. The new STEF tank is shown to be located within a landscaped area per the preliminary landscape plans, dated September 4, 2024.

Per CMC 13.62.080 Landscaping. Under no circumstances will STEF users be permitted to cover any portion of the riser lids to the access chambers of the septic tanks associated with the sewer system. The riser lid to the access chamber shall be accessible at all times to ensure proper and timely emergency and/or maintenance response to the system. Accessible shall mean visible to the naked eye and with a minimum distance of one-inch separation from the top of the riser lid to the adjacent ground surface. The riser lids to the chamber shall be accessible at all times to ensure proper and timely emergency and/or maintenance response to the system.

Staff recommends a condition of approval that prior to final engineering plan approval the applicant should be required to submit sanitary sewer utility plans with the following revisions to the private onsite sanitary sewer system:

- The proposed STEF tank, located within the landscape area, is to be installed such that the access riser lids are to always be visible.
- If the applicant relocates the STEF tank into a paved area, the riser lids must have traffic rated access lids and risers.
- The applicant is responsible for sizing the STEF tank for future use. Specifications, design, and calculations for sizing the STEF tank are to be submitted to the city review and approval prior to installation.

Per CMC 13.62.B "All STEF systems commercial, industrial, and other nonresidential properties shall be owned by the owner of the subject property, except for the service box at the point where the STEF system connects to the city sanitary sewer system, which shall be owned by the city. The owner shall be responsible for maintaining all components of the STEF system and its ownership and shall be responsible for pumping the STEF tank as needed and for disposing of the waste in an approved manner. The owner shall further be responsible for paying all electrical costs associated with the operation of the STEF system."

Per CMC 17.19.040.C.2.d sanitary easements will be granted to the city of Camas as required for inspections purposes, however, outside of the right-of-way the onsite sanitary sewer system and all its components, including the STEF tanks, are to be privately owned and maintained by the applicant and/or property owners.

Staff recommends a condition of approval that prior to final engineering plan approval a note is to be added to the sanitary sewer utility plans stating, "All components of the onsite private sanitary

sewer system, including the STEF tank shall be privately owned and maintained by the property owners, with a right-of-entry granted to the city for inspection purposes.”

FINDING: Staff finds that the proposed development, as conditioned, can or will meet the requirements of CMC 17.19.040.C.2 and the Camas Design Standards Manual (CDSM) for Sanitary Sewer.

Storm Sewer

The proposed project is to meet the requirements of CMC 14.02 Stormwater Control and Camas Design Standards Manual (CDSM).

The proposed development is located on Parcel No. 178174000 and 178111000, which is the location of the Camas High School. The proposed improvements will result in approximately 2.746 acres (119,615 sf) of land-disturbing activities, which include expanding the existing tennis courts, adding new sidewalks, an access road along the east and north side of the expanded tennis courts, and adding parking spaces to the east and north side of the new access road.

A Preliminary Technical Information Report (PTIR) dated September 27, 2024, was prepared by MacKay Sposito and submitted with the application. Page 2 of the PTIR, references that the report was prepared with the 2021 Clark County Stormwater Manual and Clark County Code (CCC) 40.386, however, the discussions and minimum requirements (MRs) throughout the PTIR state that the report was prepared in accordance with Ecology’s *2024 Stormwater Management Manual for Western Washington (SWMMWW)*. The city’s adopted stormwater manual is the Ecology’s *2024 Stormwater Management Manual for Western Washington (SWMMWW)* and the city’s stormwater ordinance is CMC 14.02.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to submit the Final Stormwater Technical Information Report with page 2 corrected, stamped, and signed that the report was prepared in accordance with Ecology’s *2024 Stormwater Management Manual for Western Washington (SWMMWW)* and Camas Municipal Code (CMC) 14.02 Stormwater Control.

Per Ecology’s *Stormwater Management Manual for Western Washington (SWMMWW)* Figure 1-3.1: Flow Chart for Determining Requirements for Re-development, if the project results in 5,000 SF or greater, of new plus replaced hard surface area, minimum requirements #1-#9 will apply.

Per the PTIR, Site Characteristics table, on page 6 the amount of existing hard surfaces is (1.453 acres), the amount of new hard surfaces is (2.158 acres), and the amount of replaced hard surfaces (1.293 acres), therefore Minimum Requirements (MRs) 1-9 apply. ***The PTIR sufficiently addresses Minimum Requirements (MRs) 1-9.***

A stormwater system was installed with the construction of Camas High School in 2002. The existing system provides detention and treatment of stormwater runoff. Stormwater runoff from the expansion of the tennis courts, new roads and sidewalks will flow through a ‘grassy’ area and into a shallow swale which will convey the runoff to existing ditch inlets and into the underground infiltration system.

The preliminary utility plans, dated September 16, 2024, show a new stormwater system that includes catch basin, manholes, french drains, area drains, and a conveyance system that discharges stormwater runoff to an underground infiltration facility that is located under the new access road and parking spaces along the east side of the new tennis courts. The new stormwater system, in its entirety, is to be owned and maintained by the property owner with right-of-entry granted to the city for inspection purposes.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should submit final stormwater plans for review and approval. Additionally, a note should be added to the stormwater utility plans stating:

- The new stormwater system, in its entirety, is to be owned and maintained by the property owner, with right-of-entry granted to the city for inspection purposes.

FINDING: Staff finds that the proposed project can or will meet the requirements of CMC 14.02 and the Camas Design Standards Manual (CDSM) for Storm Sewer.

Water

The proposed project is to meet the requirements of CMC 17.19.040.C.4 Water System and the Camas Design Standards Manual (CDSM).

There is an existing 8-inch water main that is located in the parking lot between the proposed development and the high school building with an existing hydrant tapped from the main.

Per CMC 17.19.040.C.4.a. Each lot within a proposed development shall be served by a water distribution system designed and installed in accordance with the city design standards.

Per the preliminary utility plans, dated September 16, 2024, the applicant is proposing to tap a new 8-inch water main off the existing 8-inch water main and extend the new water main northeast to serve a new fire hydrant with a separate domestic water service for the benefit of the proposed restrooms and locker rooms tapped off the new 8-inch water main. Additionally, the new onsite water main is to be owned and maintained by the property owner.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit water utility plans with the following revisions:

- A note is to be added to the water utility plans stating, "All components of the onsite private water system and fire hydrants shall be privately owned and maintained by the property owners with right-of-entry granted to the city for inspection purposes."
- A note is to be added to the water utility plans stating that "all private fire hydrants are to be ordered direct from the factory and factory painted powder coated red."

Per CMC 17.19.040.C.4.d. Landscaping and open spaces require a separate irrigation meter and backflow prevention device. The owner of the property is responsible for payment of all fees associated with the installation of the meter and water usage.

The preliminary landscaping plans do not show a proposed irrigation system. If an irrigation system is required, the size of the landscape irrigation meter is to be shown on the water utility and landscape plans.

Staff recommends a condition of approval that prior to final engineering plan approval, the water utility and landscape plans are to be submitted with the location and size of the irrigation meter and backflow prevention device, if applicable.

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

Erosion Control

Per CMC 14.06 Erosion and Sediment Control and CMC 17.21.030 Land disturbing activities greater than once acre, will be required to meet the provisions for erosion prevention and sediment control as outlined in CMC 17.21.030 Land Disturbing Activities and CMC 14.06 Erosion and Sediment Control.

The proposed development is located on Parcel No. 178174000 and 178111000, which is the location of the Camas High School. The proposed improvements will result in approximately 2.746 acres (119,615 sf) of land-disturbing activities.

Per CMC 17.21.030.A installation of erosion prevention and sediment control measures are required per approved erosion and sediment control plans. Preliminary erosion and sediment control plans were not submitted with the application.

Staff recommends a condition of approval that prior to final engineering approval, the applicant should be required to submit for review and approval a set of erosion control plans per the Camas Design Standards Manual (CDSM).

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 any land-disturbing activities of one acre or more. The proposed improvements will result in land-disturbing activities of more than one acre, therefore financial security for erosion control is required.

Staff recommends a condition of approval that prior to any land-disturbing activities, the applicant should submit to the city an approved form of financial security for erosion and sediment control items, including labor.

The proposed improvements are more than an acre in size of land-disturbing activities, which requires an *NPDES General Construction Stormwater Permit* (GCSWP), issued by Ecology. Additionally, a *Stormwater Pollution Prevention Plan* (SWPPP), which is a requirement of the NPDES GCSWP permit, is to be prepared for the proposed improvements.

Staff recommends a condition of approval that prior to any land-disturbing activities, an electronic copy of Ecology's NPDES GCSWP permit, an electronic copy of the SWPPP, 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 an approved set of final engineering plans is required.

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

FINDING: Staff finds the proposed development, as conditioned, can or will meet the development standards that are required in the zoning district.

C. The proposed use shall be compatible with the surrounding land uses in terms of traffic and pedestrian circulation, density, building, and site design;

Traffic and Pedestrian Circulation

The proposed development improvements will provide vehicle and pedestrian access via the new parking spaces and pedestrian sidewalks that will be constructed with the improvements. There is an existing parking lot that has an established on-site traffic circulation pattern with ingress/egress from the Camas High School parking lot to NE 43rd Avenue and/or SE 15th Street to the south and to NE Garfield Street to the west. There are also existing on-site sidewalks that connect the parking lots to the school building and the playing fields throughout the campus and to NE 43rd Avenue and SE 15th Street and NE Garfield Street.

Ingress and egress to the future development will be via the existing drive accesses on NE 43rd Avenue and SE 15th Street.

[Transportation Impact Analysis]

A Transportation Impact Analysis/Study (TIA/TIS) is required when a proposed development/use generates 200 vehicles per day (VPD) or more.

A Traffic Memorandum (Memo), dated September 19, 2024, was prepared by Lancaster Mobley and submitted with the application. The traffic engineer prepared the report citing Land-Use Code (LUC) 490

– Tennis Courts, which is included in the 11th Edition ITE Trip Generation Manual. LUC 490 bases the number of trips generated according to the number of tennis courts. There are currently eight (8) tennis courts and two (2) pickleball courts. The proposed development is not increasing the number of tennis courts. The applicant will enclose the tennis facility and add restrooms, locker rooms, and a perimeter road with parking spaces. The 2 existing pickleball courts will be eliminated.

Based on Table 4, Trip Generation Analysis Summary, in the Memo, the proposed development improvement will generate an additional 56 ADTs (24 entering, 32 exiting), which will not exceed an additional 200 average daily trips (ADTs) that would trigger a TIA/TIS, therefore a transportation impact analysis (TIA/TIS) is not required. Based on the hours of operation Table 4 shows that the proposed improvements will generate 0 new AM Peak Hour Trips and 0 new PM Peak Hour Trips, with a daily total of 24 AM Trips and 32 PM Trips, which are outside of the AM Peak hours (7:00 am – 9:00 am) and PM Peak Hour Trips (4:00 pm – 6:00 pm).

There were several comments submitted by Clark and Caryn Vitek regarding the Lancaster Mobley traffic study. Most comments question the veracity of the information and conclusions drawn therein. Lancaster Mobley provided clarification and answers to the Vitek's comments in the March 4, 2025, memorandum from Daniel Stumpf, PE.

Based on the Consultant's March 4, 2025, traffic comments response Memo, the hours of operation of the USTA/CSD facility have been adjusted as noted below. *Although subject to change, during the regular school tennis seasons the USTA/CSD facility may utilize the facilities from approximately 9:00 AM to 2:30 PM, and from approximately 6:00 PM to close. The intent of scheduling these hours is to:*

- *Avoid the AM bell time, which occurs at 8:45 AM, and the associated school traffic congestion which occurs before and after.*
- *Avoid the PM bell time, which generally occurs at 3:15 PM (notwithstanding the once a month Wednesday early release time of 1:00 PM), and the associated school traffic congestion which occurs before and after.*
- *Allow the Camas High School tennis programs priority use of the courts, where practices are held between approximately 4:00 PM to 6:00 PM and meets are held between approximately 3:30 PM to 6:00 PM.*

Staff concurs with the findings of the traffic study and the follow-up Traffic Comments Response Memorandum from Lancaster Mobley.

FINDING: Staff finds the proposed development, as conditioned, is compatible with surrounding land uses in terms of traffic and pedestrian circulation, density, building, and site design.

D. Appropriate measures have been taken to minimize the possible adverse impacts that the proposed use may have on the area in which it is located;

Appropriate measures have been taken to minimize the potential adverse impacts of the proposed use on the surrounding area. The project is designed to ensure compatibility with existing land uses by maintaining the current capacity of the courts, as no additional courts will be constructed. While the hours of operation may be extended due to improved lighting, the use will predominantly occur outside AM and PM peak traffic hours, which helps to mitigate traffic congestion and maintain smooth circulation in the area.

Traffic generation studies indicate that the proposed USTA/CSD facility is projected to produce 0 additional peak hour trips and only 56 average weekday trips, demonstrating that the traffic impact will be minimal and well within the capacity of the existing infrastructure.

To enhance pedestrian safety and circulation, new sidewalks will be implemented that connect to the existing internal sidewalk systems, providing safe routes to and from the facility. The site design includes a 15 to 16-foot-wide one-way drive aisle and 41 new parking stalls, improving access and addressing any potential increases in usage during off-peak times.

Furthermore, the density of the development does not significantly alter the current intensity of use, as the courts are already open to the public. The thoughtful integration of building and site design elements, including the dome enclosure and enhanced landscaping, will ensure harmony with existing structures while providing additional buffering along the north property line.

The landscape plan adheres to code requirements and features a diverse mix of native and drought-tolerant species, with measures in place to protect landscaping from vehicle overhang. Overall, these strategies collectively ensure that the proposed use will not detrimentally impact the surrounding area, promoting a safe and cohesive environment for all users.

FINDING: Staff has proposed conditions of approval to minimize potential adverse project impacts to the area.

E. The proposed use is consistent with the goals and policies expressed in the comprehensive plan;

Based on the identified goals within the comprehensive plan the applicant's project narrative has focused on the Citywide Land Use Goals and Policies most applicable to the proposed project.

Citywide Land Use Goal

LU-1: Maintain a land use pattern that respects the natural environment and existing uses while accommodating a mix of housing and employment opportunities to meet the City's growth projections.

RESPONSE: The proposed conditional use supports Policy LU-1 by maintaining a land use pattern that respects the natural environment and existing uses. Specifically, the redevelopment complies with the R-7.5 zoning district development standards, ensuring that the design integrates with the existing campus known throughout the surrounding area. The complementary design, parking layout, and enhanced landscaping all contribute to visual harmony and aesthetic integration with adjacent properties. The landscaping plan, which includes a diverse mix of native and drought-tolerant species, enhances the site's natural environment and contributes to a cohesive land use pattern.

The use of the existing tennis courts is compatible with the surrounding land uses in terms of traffic, pedestrian circulation, and density. The project does not involve the construction of additional courts, ensuring that the intensity of use remains consistent with current levels. Furthermore, the proposed operation outside of peak traffic hours minimizes traffic impacts, with traffic generation studies showing no additional AM or PM peak hour trips and only 56 average weekday trips. This demonstrates that the traffic impact is well within the capacity of the surrounding infrastructure.

Citywide Land Use Policies

LU-1.1: Ensure the appropriate mix of commercial-, residential-, and industrial-zoned land to accommodate the City's share of the regional population and employment projections for the 20-year planning horizon.

RESPONSE: Approval of the proposed project will allow for an additional semi public/private partnership providing an appropriate mix of land uses, aligning with the City's goal of accommodating population and

employment growth over the next 20 years. The additional use and collaboration between the school district and USTA PNW allows for employment opportunity for the services offered through the requested conditional use.

LU-1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.

RESPONSE: As detailed, the proposed conditional use maintains a land use pattern that respects the natural environment and existing uses. Specifically, the redevelopment complies with the R-7.5 zoning district standards, ensuring that the design integrates with the existing campus known throughout the surrounding area. The design, parking layout, and enhanced landscaping all contribute to visual harmony and aesthetic integration with adjacent properties. The landscape plan, which includes a diverse mix of native and drought-tolerant species, enhances the site's natural environment and contributes to a cohesive land use pattern.

The use of the existing tennis courts for public/private use is compatible with the surrounding land uses in terms of traffic, pedestrian circulation, and density. The project does not involve the construction of additional courts, ensuring that the intensity of use remains consistent with current levels. Furthermore, the proposed operation outside of peak traffic hours minimizes traffic impacts, with traffic generation studies showing no additional AM or PM peak hour trips and only 56 average weekday trips. This demonstrates that the traffic impact is well within the capacity of the surrounding infrastructure.

LU-1.4: Ensure that 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.

RESPONSE: The proposed tennis court improvements at Camas High School support the City's goal of ensuring equitable distribution of park and recreation opportunities. By collaborating with the USTA PNW to create a covered tennis center, this project enhances recreational access for the community. The resurfacing and lighting of the existing courts, along with the dome enclosure and associated site improvements, provide year-round recreational opportunities. The addition of 41 new parking stalls and improved site access ensures the facility is easily accessible, promoting equitable distribution of recreational resources across the city. These upgrades contribute to achieving the broader vision of connecting community amenities and trail corridors.

LU-1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.

RESPONSE: The proposed improvements at Camas High School uphold the policy of encouraging redevelopment and infill development to efficiently use urban land. By enhancing existing recreational facilities through resurfacing, lighting, and the installation of a dome enclosure, the project maximizes the use of already developed land. The addition of a bathroom/locker/entrance structure, improved access, and new parking stalls supports efficient land use while maintaining compatibility with the surrounding area. This redevelopment not only improves the functionality of the site but also optimizes its use for both school and community benefit without expanding into undeveloped land.

FINDING: As mentioned above, the development is consistent with the goals and policies of the comprehensive plan.

F. Any special conditions and criteria established for the proposed use have been satisfied. In granting a conditional use permit the hearings examiner may stipulate additional requirements to carry out the intent of the Camas Municipal Code and comprehensive plan.

FINDING: After conducting a public hearing and deliberating over the evidence, the Hearings Examiner may include any additional conditions or criteria necessary to carry out the intent of the CMC and the Comprehensive Plan.

PUBLIC COMMENTS

Public comments from Clark Vitek, Evergreen Tennis Club, have been received and included in the public record. The comments express concerns related to traffic impact, site circulation, architectural review, and hours of operation.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that the proposed Conditional Use Permit for the redevelopment of the Camas High School Tennis Courts (CUP24-1001) should be approved if the applicable standards and all conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the Conditional Use Permit for the redevelopment of the Camas High School Tennis Courts (CUP24-1001) subject to the following conditions of approval:

CONDITIONS OF APPROVAL

STANDARD CONDITIONS OF APPROVAL:

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 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](http://www.cityofcamas.us/Permits/Civil%20Construction%20Application).
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. A building permit shall be required prior to commencement of construction of a building structure.
- 8. At the time of building permit approval, the applicant shall pay the appropriate impact fees in accordance with the provisions of CMC 3.88.
- 9. 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.
- 10. 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.
- 11. 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.
- 12. The applicant will be responsible for maintenance of all on-site private improvements, including but not limited to the new tennis courts and associated facilities, the private water system, the private sanitary sewer system and STEF tank, the on-site stormwater facilities, the parking areas, onsite lighting, landscaping, and irrigation.

SPECIAL CONDITIONS OF APPROVAL:

Prior to Building Permit Approval:

Engineering:

[Private Roads]

- 13. Prior to final engineering plan approval, the applicant shall be required to work with engineering and the Fire Marshal's Office to increase the drive aisle width to a minimum of 16-feet to 18-feet, adjacent to all the new parking spaces, to ensure unimpeded access for fire, life, safety access.
- 14. Prior to final engineering plan approval, all the new sidewalks shall be designed to meet the requirements for ADA accessibility per the PROWAG and ADAAG.
- 15. Prior to final engineering plan approval, the applicant should submit final site improvement plans and final landscape plans that shall include wheel stops and/or curb stops at all parking spaces adjacent to landscaping and sidewalks/walkways.
- 16. Prior to final engineering plan approval, the applicant should submit final site improvement plans with the following revision:
 - a. The existing driveway approach and adjacent sidewalks on the east side of the proposed improvements is to be removed and replaced with the minimum 25-foot curb radii on each side of the new private road.

[Sanitary Sewer]

- 17. Prior to final engineering plan approval, the applicant shall submit sanitary sewer utility plans with the following revisions to the private onsite sanitary sewer system:

- a. The proposed STEF tank, located within the landscape area, is to be installed such that the access riser lids are to always be visible.
 - b. If the applicant relocates the STEF tank into a paved area, the riser lids must have traffic rated access lids and risers.
 - c. The applicant is responsible for sizing the STEF tank for future use. Specifications, design, and calculations for sizing the STEF tank are to be submitted to the city review and approval prior to installation.
18. Prior to final engineering plan approval, a note shall be added to the sanitary sewer utility plans stating
- a. All components of the onsite private sanitary sewer system, including the STEF tank, shall be privately owned and maintained by the property owners, with a right-of-entry granted to the city for inspection purposes.

[Storm Sewer]

19. Prior to final engineering plan approval, the applicant should be required to submit the Final Stormwater Technical Information Report with page 2 corrected, stamped, and signed that the report was prepared in accordance with Ecology's *2024 Stormwater Management Manual for Western Washington (SWMMWW)* and Camas Municipal Code (CMC) 14.02 Stormwater Control.
20. Prior to final engineering plan approval, the applicant shall submit final stormwater plans for review and approval. Additionally, a note shall be added to the stormwater utility plans stating:
- a. The new stormwater system, in its entirety, is to be owned and maintained by the property owner, with right-of-entry granted to the city for inspection purposes.

[Water]

21. Prior to final engineering plan approval, the applicant is to submit water utility plans with the following revisions:
- a. A note is to be added to the water utility plans stating, "All components of the onsite private water system and fire hydrants shall be privately owned and maintained by the property owners with right-of-entry granted to the city for inspection purposes."
 - b. A note is to be added to the water utility plans stating that "all private fire hydrants are to be ordered direct from the factory and factory painted powder coated red."
22. Prior to final engineering plan approval, the water utility and landscape plans are to be submitted with the location and size of the irrigation meter and backflow prevention device, if applicable.

[Erosion Control]

23. Prior to final engineering plan approval, the applicant shall be required to submit for review and approval a set of erosion control plans per the Camas Design Standards Manual (CDSM).

Prior to Land-disturbing Activities:

24. Prior to any land-disturbing activities, the applicant should submit to the city an approved form of financial security for erosion and sediment control items, including labor.
25. Prior to any land-disturbing activities, an electronic copy of Ecology's NPDES GCSWP permit, an electronic copy of the SWPPP, and the financial security for erosion and sediment control are to be submitted to the city.
26. Prior to any land-disturbing activities an approved set of final engineering plans is required.

Prior to Final Occupancy:

Planning:

10. This Conditional Use Permit will expire if construction of the site improvements does not commence within two (2) years of issuance of Hearing Examiner's final orders.