



**STAFF REPORT**

**Camas Business Park**

File No. Light Industrial/Business Park (LI/BP21-01)

CONSOLIDATED FILES: Boundary Line Adjustment (BLA21-09); Site Plan Review (SPRV21-06); Design Review (DR21-07); State Environmental Policy Act (SEPA21-12); Critical Areas Review (CA21-02); Archaeological Review (ARCH21-05).

*Type III*

Staff Report Date: May 12, 2022

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<b>TO</b>	Planning Commission	<b>HEARING DATE</b>	May 17, 2022
<b>PROPSAL</b>	The proposal includes the construction of three (3) warehouse/office industrial buildings totaling approximately 942,939 square feet in the Light Industrial/Business Park (LI/BP) zone.		
<b>LOCATION</b>	The property is located at 4707 and 4723 NW Lake Road. The existing parcels are 176170-000 and 176155-000 in the NE ¼ of Section 29, Township 2 North, Range 3 East of the Willamette Meridian, Clark County.		
<b>APPLICANT/ OWNER</b>	Bjorn Byrnestad Panattoni Development Company, Inc. 1821 Dock Street, Suite 100 Tacoma, WA 98402 (206) 838-1730		
<b>APPLICATION SUBMITTED</b>	October 26, 2021; Resubmitted December 13, 2021, April 8 and 20, 2022	<b>APPLICATION COMPLETE</b>	December 20, 2021
<b>SEPA</b>	The City issued a SEPA Determination of Non-Significance (DNS) April 28, 2022, with a comment period that ends on May 12, 2022. The SEPA DNS was mailed to property owners April 27, 2022 and published in the Post Record on April 28, 2022. Legal publication #684330.		
<b>PUBLIC NOTICES</b>	Notice of Application and Public Hearing was mailed to property owners within 300 feet of the site on April 27, 2022 and published in the Post Record on April 28, 2022. Legal publication #684340.		

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APPLICABLE LAW: The application was submitted on October 26, 2021 and the applicable codes are those codes that were in effect at the date of application. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development and Title 18 Zoning specifically (but not limited to): Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, Chapter 18.18 - Site Plan Review, Chapter 18.19 - Design Review, Chapter 18.21 - Light Industrial/Business Park and Chapter 18.55 - Administrative Procedures.

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## **SUMMARY**

The applicant is currently seeking site plan review approval for the construction of three (3) warehouse/office industrial buildings totaling approximately 942,939 square feet on 74.06-acres across two (2) lots within the Light Industrial/Business Park (BP) zone. The proposed development will be constructed in 3 phases: Phase 1 includes building A (722,397 square feet) including all roads and utilities, Phase 2 includes building C (127,191 square feet) and Phase 3 includes building B (93,351 square feet). Phase 1 will be constructed first with Phases 2 and 3 to follow. Buildings A and C will be located on the southern lot and Building B on the northern lot. The site fronts NW Lake Road and is accessed via a separate driveway off this road. Proposed access will also be provided from the north via NW Camas Meadows Drive. Much of the landscaping is focused on the property boundary lines with parking generally surrounding all sides of each building.

NW Lake Road abuts the subject property to the south, which is located within a city gateway corridor overlay zone. Properties immediately to the north include office buildings, to the northwest is the Camas Meadows golf course as well as vacant property and across NW Lake Road to the south is Wafertech all zoned Light Industrial/Business Park (LI/BP). Property immediately to the southwest include RV storage and commercial/office buildings known as the Dwyer Creek Business Park zoned Business Park (BP), to the northeast is the Camas Meadows golf course driving range and a single-family residence zoned Multi-Family Residential (MF-18) and to the southeast is a single-family residence zoned Regional Commercial (RC).

The site’s topography is generally flat with a slight downwards slope from south to north and is primarily actively grazed pasture with scattered forested areas. Four (4) wetlands are located on the northern half of the property. An existing residence on site will be removed.

The project requires permits and approvals from the City, which include a boundary line adjustment, site plan review, design review, light industrial/business park review, SEPA, critical areas review, archaeological review, engineering site construction approvals and building permits. Development within the Light Industrial/Business Park zone is a Type III review approval process, which requires a public hearing before Planning Commission and final decision approval by City Council per CMC 18.55.030- Table 1, Note 4.

## DISCUSSION AND FINDINGS

### *Title 16 Environment*

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#### STATE ENVIRONMENTAL POLICY ACT (SEPA21-12)

#### CMC CHAPTER 16.07

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A SEPA checklist was submitted and a Determination of Non-Significance (DNS) was issued April 28, 2022 as the project site contains environmentally sensitive areas per CMC 16.07.025 (Exhibit 28). The comment period ends May 12, 2022. At the writing of this staff report, SEPA comments from Ecology concerning demolition procedures and erosion control measures (Exhibit 40) and Clark County transportation concurrency review (Exhibit 22)

**FINDING:** Staff finds the Ecology SEPA comments concerning fill and erosion control measures should be complied with and conditioned as such.

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#### ARCHAEOLOGICAL RESOURCE PRESERVATION (ARCH21-05)

#### CMC CHAPTER 16.31

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An Archaeological Survey dated September 17, 2021 was prepared by Archaeological Investigations Northwest, Inc for the subject property. An Archaeological Site Alteration, Excavation, and Monitoring Permit was obtained from the Department of Archaeology and Historic Preservation (DAHP) based on the recommendations of the predetermination survey. The report, findings and permit are not subject to the open public records act and as such, the City cannot disclose the results.

**FINDING:** If any additional artifacts are discovered during construction, work must immediately cease and both State Department of Archaeological and Historic Preservation and the City shall be notified.

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#### CRITICAL AREAS (CA21-02)

#### CMC CHAPTER 16.51

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##### **CMC Chapter 16.53 - Wetlands**

Clark County GIS mapping identified the subject property with wetlands. As such, the applicant submitted a *Wetland and Fish and Wildlife Habitat Assessment Report* dated October 2021 prepared by Soundview Consultants (Exhibit 14), which identified three (3) Category III on-site wetlands as Wetland A (1.30-acres) located at the northern portion of the site, Wetland B (0.74-acres) located at the western portion of the site, Wetland D (0.21-acres) located in the northwestern corner of the site and one Category IV on-site wetland as Wetland C (0.07-acres). Per the report, Wetlands A, B and D are largely degraded by non-native Himalayan blackberry and Wetland C is primarily actively grazed pasture.

As a result of the anticipated high intensity land use impact of the proposed development, Wetland A requires an 80-foot buffer due to a habitat score of (4), Wetland B requires a 120-foot buffer due to a habitat score of (5), and Wetland D requires a 135-foot buffer due to a habitat score of (6) per CMC 16.53.040.B.2. Wetland C is a low functioning wetland and is exempt from the buffer regulations per CMC 16.53.010.C.2.a due to its isolated location and small size of less than 0.09-acres (4,350sq.ft.).

Soundview Consultants also prepared a *Mitigation Bank Use and Conceptual Mitigation Plan* dated October 2021 (Exhibit 15) addressing the proposed impacts to the wetlands and associated buffers. Since the writing of this staff report, the applicant has revised the original site plan thereby modifying the proposed impacts to the wetland buffers only, which is discussed below and shown on the revised mitigation plan Exhibit 16. Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit to the City for review and approval a revised *Mitigation Bank Use and Conceptual Mitigation Plan* that addresses the proposed site development changes to include

placing the critical areas in a separate tract per CMC 16.51.240.A. The plan should also address the mitigation strategy and goals for the Wetland buffer addition areas.

#### Wetland C

The *Mitigation Bank Use and Conceptual Mitigation Plan* indicated that the proposed development will unavoidably impact Wetland C, resulting in the filling of the wetland. As such, the applicant will be required to obtain a Nationwide permit from the US Army Corps of Engineers prior to engineering plan approval and conditioned as such. Proposed mitigation is provided through the purchase of credits at the Terrace Mitigation bank as allowed per CMC 16.53.050.D.2.b.

#### Wetlands A, B and D

The applicant is proposing to reduce the required buffer width of Wetland A from 80-ft. to 60-ft., Wetland B from 120-ft. to 90-ft. and Wetland D from 135-ft. to 100-ft. as permitted per CMC 16.53.050.C.1.a where high intensity land uses can be reduced to those for moderate intensity land uses if 1) an undisturbed vegetation corridor at least 100-ft. wide is protected between the wetland and other priority habitats and 2) measures to minimize impacts of the land use adjacent to the wetlands are applied such as infiltration of stormwater, retention of as much native vegetation and soils as possible, direction of noise and light away from the wetland, and other measures that may be suggested by a qualified wetland professional.

Per the mitigation plan (Exhibit 15), a relatively undisturbed vegetated corridor of more than 100-ft. wide is provided through the preservation of Wetlands A and B. A vegetation corridor is also proposed to connect between Wetland B and Wetland D via wetland buffer mitigation. However, the clearing and grading plans (Exhibit 5) appear to show this area graded for the stormwater pond and should be revised to not conflict with the proposed mitigation in this area and conditioned as such. In general, the stormwater detention pond, the preservation of existing trees within the wetlands and their associated buffers, and light pollution directed away from the wetland are measures that minimize impacts of the proposed development in compliance with this requirement.

#### Buffer Averaging

Buffer averaging is also proposed by the applicant, which is permitted per CMC 16.53.050.C.2. The northern edge of the 60-ft. wetland buffer of Wetland A is proposed to be reduced approximately 0.05-acres for permanent impacts due to Building B and its associated parking. As such, approximately 0.22 acres of buffer addition is provided as a contiguous vegetative buffer corridor between Wetland B and D in compliance with this requirement.

#### Buffer Impact

Approximately 1.26-acres of the outer edges of Wetland buffers A, B and D will be temporarily impacted due to site grading as allowed per CMC 16.53.050.C.5 and replanted with native vegetation.

#### **CMC Chapter 16.59 – Geologically Hazardous Areas**

Clark County GIS mapping identified geologically hazardous areas (i.e. steep slopes) within the project site. As such, the applicant submitted a *Geotechnical Report* dated July 2021 prepared Terra Associates, Inc. (Exhibit 17), which confirmed an erosion hazard exists along the moderate to steep slope at the center of the site and identified Best Management Practices for mitigation of that hazard at page 4 of the report. The geotechnical report concluded that the development as proposed is feasible based on the recommendations in the report. Staff recommends a condition of approval that the recommendations in the *Geotechnical Report* dated July 2021 prepared by Terra Associates, Inc. be complied with to minimize any potential hazards associated with construction.

**CMC Chapter 16.61 - Fish and Wildlife Habitat Conservation Areas**

Habitats of Local Importance- Oregon White Oak

Per CMC 16.61.010.A.3.i, Individual Oregon White Oak trees with a 20-inch diameter breast height (dbh) are considered habitats of local importance. The *Tree Survey* prepared by Teragon & Associates, Inc. dated October 2021 (Exhibit 13) identified one (1) 50-inch Oregon White Oak within Wetland A’s buffer and is proposed for preservation within the wetland buffer.

Stream

The *Wetland and Fish and Wildlife Habitat Assessment Report* prepared by Soundview Consultants dated October 2021 identified an off-site Type F stream to the west of the subject property but determined no presence of potential salmonids. The report indicated that the 75-foot stream buffer as required per CMC 16.61.040.D is not anticipated to encroach onto the subject property and thereby not be impacted by the proposed development.

**CMC Chapter 16.51 – General Provisions for Critical Areas**

Staff recommends a condition of approval for the installation of temporary construction fencing prior to construction that clearly marks in the field critical area buffers and fencing should remain throughout permitted construction activities. In addition, prior to final engineering plan 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 acceptance, a conservation covenant should be recorded with the County to ensure long-term preservation of all the critical areas and any 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 acceptance.

The applicant will be required to post a mitigation bond in an amount deemed acceptable by the City to ensure the wetland mitigation is fully functional per CMC 16.51.250.

Staff finds a condition of approval is required that detailed construction drawings per CMC 16.53.050.E.3 be submitted to the City for review and approval prior to final engineering plan approval.

**FINDING:** Staff finds the proposal, as conditioned, can or will comply with the applicable provision of CMC Title 16 Environment as discussed above.

*Title 17 Land Development*

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BOUNDARY LINE ADJUSTMENT (BLA21-09)

CMC CHAPTER 17.07

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**CMC Section 17.07.040 Approval Criteria.**

**A. No additional lots, sites, parcels, tracts, or divisions are created.**

The proposed boundary line adjustment will not add any additional lots, sites, parcels, tracts or divisions.

**B. The adjustment will not create nonconforming lots, with respect to zoning dimension and area standards, zoning setbacks and lot area coverage standards identified in CMC Chapter 18.09 or to fire, building, and other applicable codes.**

The proposed boundary line adjustment is between the existing two parcels, which will remain in compliance with the minimum 10-acre lot size requirement of the LI/BP zone following the adjustment thereby not creating nonconforming lots (Exhibit 12).

**C. The degree of nonconformance on existing nonconforming lots with respect to zoning dimension and area standards, zoning setbacks, and floor area ratio are not increased, except that a onetime exception may be allowed to create a lot that exceeds the maximum lot size permitted in the underlying zone. Any future partitioning/reduction of the oversized lot must comply with the lot size requirements of the underlying zone.**

Both lots are conforming with respect to zoning dimensions and area standards.

**D. All lots have legal access to a public road. Existing required private road improvements and easements are not diminished below city street standards for lots that are served by a private road and shall not create unreasonably restrictive or hazardous access to a property.**

Lot 1 will have direct legal access to and front proposed Road A. Lot 2 will have direct legal access to and front proposed Road B and NW Lake Road. The proposal does not impact access or easements on either lots.

**E. The boundary line adjustment will not result in a lot that contains area in two zone designations.**

Both lots will remain in the LI/BP zone.

**F. Boundary line adjustments that are used to circumvent subdivision or short subdivision procedures set forth in this title are not allowed. Factors which indicate that the boundary line adjustment process is being used in a manner inconsistent with statutory intent include: numerous and frequent adjustment to existing contiguous lot boundaries, and/or a large number of contiguous lots being proposed for boundary line adjustments at the same time.**

The boundary line adjustment does not appear to be circumventing short subdivision procedures.

**G. Approval of a boundary line adjustment shall not result in the need for a reasonable use exception as defined in CMC 16.51.**

The boundary line adjustment will not result in a need for a reasonable use exception, therefore this criterion is not applicable.

**H. Existing easements for utilities conform to adopted standards for their intended function, or they are extended, moved, or otherwise altered to an approved location. The applicant shall be responsible for the relocation of any installed utilities.**

The boundary line adjustment will not affect any existing easements for utilities on the properties.

**FINDING:** Staff finds the proposed boundary line adjustment complies with City approval criteria requirements for boundary line adjustments. Staff recommends a condition of approval that the final drawing and new legal descriptions for each lot be submitted per CMC 17.07.050 to the City for review and approval, prior to recording the documents with Clark County.

## *Title 18 Zoning*

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SITE PLAN REVIEW (SPRV21-06)

CMC CHAPTER 18.18

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### **CMC Section 18.18.060 Criteria of approval.**

#### **A. Compatibility with the city's comprehensive plan;**

The business park proposal is consistent with the following comprehensive plan polices:

- Land Use Policy LU-1.3: Maintain compatible use and design within the surrounding built and natural environments when considering new development or redevelopments.

- Land Use Policy LU-1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.
- Land Use Policy LU-1.6: Ensure adequate public facilities (including roads, emergency services, utilities, and schools) exist to serve new development, and mitigate potential impacts to current residents.
- Employment Land Use Goal LU-2: Create a diversified economy and serve Camas residents and tourists by providing sufficient land throughout the City to support a variety of business types and employment opportunities.
- Employment Land Use Policy LU-2.1: Attract and encourage a balance of new commercial, light industrial, and knowledge-based business, medical, and high-tech uses, and the expansion of existing businesses to provide regional and local employment.
- Employment Land Use Policy LU-2.5: Ensure industrial development and other employment lands are compatible with adjacent neighborhoods through development and landscaping regulations and design review.
- Employment Land Use Policy LU-2.7: Protect employment land from conversion to residential uses in order to ensure an adequate supply of commercial and industrial land to meet 20-year employment projections.
- Natural Environment Land Use Policy NE-2.8: Ensure that development throughout the City meets or exceeds standards and practices for long-term wetland protection and mitigation.
- Transportation Land Use Policy T-1.1: Maintain the livability of Camas through proper location and design of transportation facilities, consistent with the Camas Transportation Plan map and 6-year street plan.

**FINDING:** The proposed business park provides local employment and can be compatible in site design and architecture with the surrounding area as conditioned. As such, staff finds that the proposed project is compatible with and complements the Comprehensive Plan.

**B. Compliance with all applicable design and development regulations;**

The applicant provided a site plan, utility plan, grading plan, landscape plan and tree survey that are adequate for Site Plan Review.

**Density and Dimensions**

Per CMC 18.09.030 Table 1, the Light Industrial/Business Park (LI/BP) zone is unrestricted with density, lot width, and lot depth, but requires a minimum lot area of 10 acres, a maximum lot coverage of 30% for one-story buildings and a maximum building height of 60-feet. The applicable development setback standards in the LI/BP zone are as follows: 1) minimum front yard is 200-feet and 2) minimum side and rear yards are 100-feet for building and 25-feet for parking.

The applicant’s narrative at page 3 (Exhibit 3) is proposing a deviation request as allowed per CMC 18.21.090 to reduce the side yard setback to 64-feet for Building B along the northern property line in order to avoid further impacting the existing wetland buffer to the south. To mitigate for this setback reduction, the applicant is proposing a 20-foot wide landscape buffer from the existing office/industrial development to the north, which is a larger landscape buffer than what is required as discussed under the landscape buffer section below.

As proposed, staff finds the applicant complies with the density and dimensional standards of the LI/BP zone and the deviation request to reduce the side yard setback to 64-feet for Building B acceptable.

**Parking**

New and expanded industrial uses must provide adequate off-street parking pursuant to CMC Chapter 18.11.130 *Standards*. A “Warehouse, storage” use requires 1 space per 1,000 square feet of gross floor

area and a “General Office” use requires 1 space per 250 of gross floor area. Although a specific user has not been identified for the warehouse buildings at this time, the applicant’s narrative at page 2 (Exhibit 3) indicates 5% of each building (or 47,145 square feet) is reserved for office space and therefore would require 188 parking stalls. The remaining 895,794 square feet of warehouse space would require 895 parking stalls, for a total of approximately 1,084 required parking spaces. The applicant is proposing 775 vehicular parking spaces and intends to convert the truck trailer parking stalls to vehicular parking stalls if necessitated by a future tenant.

Based on the number of proposed vehicular trips per the traffic analysis as discussed in Section C below, staff finds the proposed 775 vehicular parking spaces satisfies this requirement. Staff recommends a condition of approval that if a future tenant requires additional parking, the applicant should submit a site plan amendment per CMC 18.18.090 prior to building permit approval.

Per Camas Design Standards Manual (CDSM) Design Standards, Table 1 Guidelines for Geometry of Private Roadway, note 2, Off-street parking requires two-way drive aisle widths to be a minimum of 24-foot wide for passenger vehicles. Drive aisles widths dimensions are not shown on the preliminary site plans for passenger vehicles or truck trailer vehicles.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit revised site plans that show the drive aisles dimensions of the parking areas for both passenger vehicles and truck trailer vehicles.

### **Landscaping**

The proposal must comply with the applicable landscaping standards in CMC Chapter 18.13 *Landscaping* in addition to the landscaping standards in CMC Chapter 18.21.070 *Light Industrial/Business Park* as discussed in further detail under the Light Industrial/Business Park section below of this staff report. The applicant has focused the planting areas immediately adjacent the buildings, at the site’s perimeter and within the parking areas per the preliminary landscape plans (Exhibit 6).

[Landscape buffers]:

Per CMC 18.13.055(A) Table 1- *Landscape Buffers*, a 10-foot (L2) low screen landscape buffer is required for industrial uses abutting property zoned commercial and residential that is separated by a street, which applies to the eastern property line. For compliance with this requirement, a minimum 10-ft. (L2) low screen landscape buffer planter strip within a 50-wide landscape buffer is proposed along the eastern property line as shown on the preliminary landscape plan.

A 5-foot (L2) low screen landscape buffer is required abutting property zoned industrial, which applies to the north, northwest and south property lines of the project site. A minimum 10-foot (L2) low screen landscape buffer strip within a 50-wide landscape buffer along the southern property line adjacent to NW Lake Road is provided for compliance with this requirement. A 20-foot (L2) landscape buffer is provided at the northern property line between the proposed development and the business park to the north in compliance with this requirement, with the exception along the storm pond. As such, staff recommends a condition of approval that the final landscape plan include a 5-ft. (L2) landscape buffer along the segment of the northern property line adjacent to the storm pond.

A 10-foot (L3) high screen landscape buffer abutting property zoned business park applies to the southwest property line adjacent to the existing Dwyer Creek business park, which has been addressed with a 25 to 35-foot (L3) landscape buffer.

[Parking lot landscaping]:

The purpose of landscaping within parking areas is to not only minimize the visual impact of paved areas but also provide for shade and relief per CMC 18.13.060.B. With 775 proposed parking stalls, 129 parking lot planter islands are required per CMC 18.13.060.C and will be conditioned as such. The



required parking lot planter islands are found to comply with the minimum 8x8 planter area requirement. Wheel stops are required adjacent to planter areas to protect landscaping from car overhangs per CMC 18.13.060.F and should be conditioned as such.

[Tree Survey/Tree Density]:

Per CMC 18.13.051(A) Table 1- Required Tree Density, a minimum of 20 tree units (TUs) per net acre is required to be incorporated into the overall landscape plan. There are approximately 800 trees per the arborist report and tree survey, with a total TU value of 1,068 (Exhibit 13). Based on the 71.74 net acreage, 1,434 TUs are required. The applicant is proposing to retain approximately 476 TUs in addition to providing 837 TUs with the proposed landscape plan. As such, the development proposes a final TU value post construction of 1,313 TUs and therefore will require to provide an additional 121 TUs. The TUs can also be met with the trees proposed for wetland buffer mitigation per CMC 18.13.052.B.1. Staff recommends a condition of approval that the applicant provide an additional 121 TUs per CMC 18.13.052.C. Trees proposed for retention should comply with the preservation measures outlined in the October 6, 2021 *Arborist Report* prepared by Teragan & Associates, Inc. and conditioned as such.

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 and CMC Section 18.21.070. Plants utilized will need to be per the approved City's Landscape list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping improvements should be installed or bonded for prior to final acceptance of each phase.

#### **Retaining wall**

The preliminary grading and drainage plan (Exhibit 5) identifies retaining walls up to 10-feet in height. Per CMC 18.17.060.B, retaining walls can not exceed six feet in height. Staff recommends a condition of approval that the applicant submit revised grading plans to show retaining walls to not exceed six feet in height pursuant to CMC 18.17.060.

#### **Signage**

CMC 18.15.060.A.2 states *"If plans submitted for Design Review include construction plans in sufficient detail to determine compliance with the provisions of this chapter, then issuance of such design review may constitute approval of the placement of sign or signs (other structural/mechanical permits may be required)."* Detailed construction plans for signage was not provided and therefore a separate building permit will be required if signage is proposed.

**FINDING:** As identified in this staff report, the applicant's narrative, on the submitted preliminary plans and as conditioned, staff concurs that this project can or will comply with all applicable design and development standards of the code.

**C. Availability and accessibility of adequate public services such as roads, sanitary and storm sewer, and water to serve the site at the time development is to occur, unless otherwise provided for by the applicable regulations;**

#### **Roads:**

The proposed project is to meet the requirements of CMC 17.19.040.B Streets.

The most current civil plans were submitted by the applicant on April 20, 2022. The latest plans proposed to construct future Roads A and B. Future Road A is shown to traverse from NW Lake Road north to NW Camas Meadows Drive. Future Road B is shown to traverse from the intersection of future Road A west to the westernmost limits of the applicant's proposed development. Both future Roads A

and B are shown on the city's 2035 Transportation Plan Map, adopted in 2016, and are designated as proposed 2 or 3 lane collectors.

Per CMC 17.19.040.B.1 half-width street improvements are required along abutting a proposed development. Construction of the access roads for the proposed development, along the east side and bisecting the development site are the responsibility of the applicant. As the roads are designated 'future' roads, the applicant is required to construct the full width road sections.

Per the Camas Design Standards Manual (CDSM) Table 2 and CMC Table 17.19.040-2 Minimum Public Road Standards B, a 2-lane arterial or collector shall meet the following minimum requirements:

- 60-foot right-of-way width, left-turn lanes at intersections, 36-foot paved surface, sidewalks & planter strips on both sides, 5-foot bike lanes, no parking either side, 200-foot centerline radius, street lighting, 35-foot curb radius or larger radii at direction of City Engineer, and ingress drive aisles 40-feet from back of sidewalk.

[Future Road A]:

The preliminary site plan sheet SPR1 and the road section plan sheet SPR3 dated April 8, 2022, show future construction of Road A. The applicant has agreed to build the full width roadway, including the east curb line minus the easternmost planter strip and sidewalk.

- The proposed improvements meet the minimum requirements noted in Table 2 and above for a 2-lane collector.
  - Construction of the easternmost planter strip and sidewalk will be the responsibility of future developments to the east.
- Left-turn lanes are required at intersections; therefore the paved surface varies from 36-feet to 48-feet at the following locations:
  - The intersection of Road A and NW Lake Road with left-turn and right-turn lanes onto NW Lake Road.
    - Neither centerline radius nor curb radius are show on the preliminary plans. The centerline radius from a 5-lane arterial is to be a minimum of 300-feet, with curb radii on both sides of the future Road A to be a minimum of 35-feet with ADA accessible curb ramps on both sides.
  - The intersection of Road A and Road B with a left-turn lane onto Road B.
    - Neither centerline radius nor curb radius are show on the preliminary plans. The centerline radius from on a 2-lane collector is to be a minimum of 200-feet, with curb radii on both sides of the future Road B to be a minimum of 35-feet with ADA accessible curb ramps on both sides.
  - The intersection of Road A at the access road to future Building C does not show a left-turn lane.
    - Per CDSM Table 2, a left-turn lane would be required at this location with curb radii on both sides of the access road to be a minimum of 35-feet with ADA accessible curb ramps on both sides.
  - The intersection of Road A at NW Camas Meadows Drive does not show a left-turn lane.
    - Per CDSM Table 2, a left-turn lane would be required at this location with curb radii on both sides of the access road to be a minimum of 35-feet.
    - There are existing improvements on both sides of the future intersection of Road A at NW Camas Meadows Drive that would restrict road widening to allow for a dedicated left-turn lane at this location, therefore a deviation from the CDSM for road standards is supported by the city engineer. However, the curb radii on both sides of the intersection should be as close to a 35-foot radius as physically possible.

- Curb ramps on both sides of intersections and access drives are to meet ADA accessibility requirements.

Therefore, staff recommends a condition of approval that prior to final engineering plan approval, the applicant shall be required to revise the site plan and road section plans for Future Road A to provide for the following:

- A centerline radius of 300-feet from NW Lake Road onto future Road A with a minimum curb radii of 35-feet with ADA accessible curb ramps on both sides of future Road A.
- A centerline radius of 200-feet from future Road A onto future Road B with a minimum curb radii of 35-feet with ADA accessible curb ramps on both sides of the intersection onto Road B.
- A left-turn pocket from future Road A at the access to Building C, in accordance with the CDSM Table 2. Additionally, both sides of the access road to Building C is to consist of a minimum curb radii of 35-feet with ADA accessible curb ramps on both sides of the access road.
- Per the applicant, the final engineering plans will be revised to show the currently shown Building C to be “Building B”.
- The curb radii on both sides of the intersection of future Road A and the existing NW Camas Meadows Drive is to be as close to a 35-foot radius as physically possible with ADA accessible curb ramps on both sides.

[Future Road B]:

The preliminary site plan sheet SPR1 and the road section plan sheet SPR3 dated April 8, 2022, show future Road B meeting the minimum requirements noted above for a 2-lane collector with the following exceptions:

- The intersection of Road B at both access roads to future Building B and Building A does not show a left-turn lane.
  - Per CDSM Table 2, a left-turn lane would be required at this location. However, as future Road B is shown as a dead-end at the westernmost property line for the near future and the left-turn lanes are not warranted, a deviation from the CDSM for a left-turn lane is supported by the city engineer.
  - Per the CDSM Table 2, the access roads to Building B and Building A require a minimum 35-foot curb radii on both sides of the access roads.

Therefore, staff recommends a condition of approval that prior to final engineering plan approval, the applicant shall be required to revise the site plans and road section plans for future Road B to provide for the following:

- The access roads to Building B and Building A require a minimum 35-foot curb radii with ADA accessible curb ramps on both sides of the access roads.
- Per the applicant, the final engineering plans will be revised to show the currently shown Building B as “Building C”. Building A remains as shown.

[NW Lake Road]:

- The preliminary site plan sheet SPR1 show two future access on NW Lake Road.
  - The future intersection of NW Lake Road onto future Road A;
  - The future access road, at Building A onto NW Lake Road.
- Both locations will allow for ingress and egress movements and will require removal of existing landscape islands to allow for construction of the required left-turn lanes on NW Lake Road.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant shall be required to submit revised site plans and road section plans for NW Lake Road to provide for the following:

- The landscape islands are to be replaced with full depth road sections, curb, and gutter.
- The left-turn lane to future Building A parking area from NW Lake Road is to be signed as 'No Truck Traffic Permitted'.
- The access road to and from the parking area for Building A onto NW Lake Road is to be constructed with a minimum 25-foot curb radii and ADA accessible curb ramps on each side of the access road.

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. As such, the applicant is required to dedicate sufficient right-of-way for the construction of future Road A and future Road B.

[Future Road A]:

On preliminary site plan sheet SPR1 dated April 8, 2022, future Road A is shown to consist of a right-of-way width that varies from 72-feet wide to 60-feet wide depending on the location along the frontage. The right-of-way widths are as follows:

- The portion of the road, at the intersection with NW Lake Road is shown with a 72-foot wide right-of-way that allows for a dedicated right-turn and left-turn pockets onto NW Lake Road.
- The portion of the road, at the intersection of future Road A and future Road B is shown with a 72-foot wide right-of-way width on the south and north sides of the intersection. This allows for a northbound through lane, a left-turn pocket onto Road B, a southbound through lane, and a right-turn lane from future Road B onto future Road A.
- All other portions of the road, outside of those noted above on future Road A, from the intersection with NW Camas Meadows Drive south to NW Lake Road are shown with a 60-foot right-of-way width.

Future Road A right-of-way widths meet, or exceed, the minimum right-of-way widths for a 2-lane collector and is supported by the city engineer.

[Future Road B]:

On preliminary site plan sheet SPR1 dated April 8, 2022, future Road B is shown to consist of a 60-foot right-of-way width from the eastern intersection with future Road A to the westernmost property line.

- Future Road B right-of-way widths meet the minimum right-of-way widths for a 2-lane collector.

[NW Lake Road]:

NW Lake Road is a fully improved 5-lane roadway that is classified as an existing arterial. Additional right-of-way dedication will not be required.

Per CMC 17.19.040.10.b.ii block lengths shall not exceed the maximum access spacing for the roadway class per the city's design standards manual (CDSM). Per Table 3 of the CDSM Access Spacing Standards, roads classified as collectors shall meet a minimum access spacing of 330-feet and a maximum access spacing of 600-feet. Future Road A is classified as a collector, with a maximum block length of 600-feet,

[Future Road A]:

The block length on future Road A, between NW Lake Road and future Road B is 1,900-feet in length, which exceeds the maximum 600-foot block length on a collector.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant shall be required to submit revised site plans that provide a minimum of one pedestrian/bicycle connection from Building A to future Road A.

Per Table 3 of the CDSM Access Spacing Standards, roads classified as collectors shall meet a minimum access spacing of 330-feet and a maximum access spacing of 600-feet.

With the exception of the block length on future Road A between NW Lake Road and future Road B, the minimum access spacing standards on future Road A and future Road for the access roads to Building B and Building C meet the minimum 330-foot access spacing on a collector.

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

**Traffic and Transportation:**

Per CMC 18.18.040.E a transportation impact analysis (TIA) may be required when a development generates 200 or greater average daily trips (ADTs). Per the preliminary TIA, the proposed development will generate an excess of 200 ADTs, therefore a TIA was required.

A transportation impact analysis (TIA) dated November 11, 2021, was prepared by Heath & Associates. Per the submitted TIA, the number of ADTs and AM & PM Peak Hour trips were based on the following land-uses:

- Buildings A & B – LUC 154 High-Cube Warehouse at 871,594 sf = 1,220 ADTs, 70 AM Peak Hour trips & 87 PM Peak Hour trips
- Building C – LUC 140 Manufacturing at 91,885 sf = 436 ADTs, 62 AM Peak Hour trips & 68 PM Peak Hour trips
- Total for Both Uses = 1,656 ADTs, 132 AM Peak Hour trips & 155 PM Peak Hour trips

Per discussions between staff and the applicant there are not currently any tenants slated for the proposed development. Depending on ultimate tenants and actual land-use, the number of ADTs and PM Peak Hour trips could increase from the 1,656 ADTs, 132 AM Peak Hour trips, and 155 PM Peak Hour trips originally noted in the TIA.

Staff recommends a condition of approval that prior to building permit approval a revised traffic memorandum report is to be submitted addressing the actual land-use and, if the ultimate tenant's average daily trips (ADTs) is higher than originally shown in the November 11, 2021 TIA, an updated TIA will be required to address potential additional mitigation measures.

[Trip Distribution]

The TIA references both City of Camas' Transportation Improvement Projects (page 9) and City of Vancouver Transportation Improvement Projects (page 10), there was no reference to any Clark County Transportation Improvement projects. The November 11, 2021 TIA, was sent to both the City of Vancouver and Clark County for review comments. The city received comments from both Clark County and City of Vancouver. Their review comments are as follows:

Per Clark County's review (Exhibit 22):

- "The proposed development is "required to meet the standards established in CCC 40.350.020(G) for corridors and intersections of regional significance within 2-miles of the proposed development."
- "Staff's review of the applicant's traffic study found that the proposed land use is not expected to send 5, or more, peak hour trips to the county's regionally significant intersections and/or corridors. Because of this, county concurrency has no further comments and requires no further county concurrency related analysis."

Per City of Vancouver’s review (Exhibit 21):

- “Pursuant to VMC 11.70.090, 192<sup>nd</sup> Avenue is designated as a Category 1 Concurrency corridor, which stipulates that the corridor is operating at or above the City of Vancouver’s adopted level of service standards. Based on the trip distribution information contained in the study, the new PM peak hour trips generated to this corridor by the proposed development are not anticipated to cause the corridor to drop below the adopted level of service standard.”
- “The applicant’s traffic analysis provides distribution of trips used to establish the proportionate share contribution towards off-site traffic mitigation projects within the City of Vancouver. A list of the intersection(s) slated for proportionate share contributions is as follows:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
NE 192 <sup>nd</sup> Ave & NE 13 <sup>th</sup> St	\$400 per PM peak hour trip	15	\$6,000
SE 192 <sup>nd</sup> Ave & SE 34 <sup>th</sup> St	\$150 per PM peak hour trip	24	\$3,600
192 <sup>nd</sup> Ave & SR-14 ramps	\$2,000 per PM peak hour trip	15	\$30,000
<b>Total Proportionate Share Cost</b>			<b>\$39,600</b>

Based on the above table, **prior to the issuance of civil plan approval, the applicant shall pay proportionate share fees to the City of Vancouver totaling \$39,600.00.”**

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is required to pay the proportionate share amount of \$39,600.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

[Left-turn Lane Warrants]:

The existing frontage along the proposed development consists of a center raised landscape median on NW Lake Road. The applicant was required to analysis the length of a proposed left-turn pocket on NW Lake Road onto future Road A. The original application also proposed two western access drives west of future Road A, to allow for vehicular traffic from Buildings A & B parking areas onto NW Lake Road. These would have been restricted to right-in / right-out movements only. Following discussions with city staff, the applicant’s April 20, 2022 preliminary site plans were revised to show one full access drive, for passenger vehicles only located 610-feet west of the intersection of NW Lake Road and future Road A. This centrally located access drive was supported by staff with the following:

- The applicant was to analyze the length of a left-turn pocket for this location.
  - The length of the left-turn pocket was address in the TIA and shown on the preliminary plans.
- The proposed left-turn pocket was to be located sufficient distance east of the WaferTech’s westbound left-turn pocket, so as not to impact the existing WaferTech left-turn pocket.
  - The location as shown on the preliminary plans does not impact the WaferTech left-turn pocket.

Per the preliminary site plans and the TIA, section 4.5, while the requirement for a left-turn pocket was addressed at the western access drive, the required left-turn pocket at the intersection of NW Lake Road onto future Road A was not fully addressed. In the TIA, Section 4.5 and Section 5, there are statements

to the effect that there is an existing center median that allows for left-turns at future Road A. However, there is not an existing center turn lane at this location. The existing center raised center landscape median is to be removed and replaced with a full-depth road section to allow for the new left-turn pocket at the intersection of NW Lake Road and future Road A.

Staff recommends a condition of approval that prior to final engineering plan approval that the TIA is to be revised and resubmitted addressing the length of the left-turn pocket and the requirement to construct a full depth street section at the intersection of NW Lake Road and future Road A. Additionally, the preliminary site plans are to be revised to include the left-turn pocket in this location.

**FINDING:** Staff finds that the development, as conditioned, can and will meet the requirements of the Camas Design Standards Manual (CDSM) for Traffic and Transportation.

**Sanitary Sewer:**

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

The preliminary water and sewer plan, dated April 8, 2022, propose the construction of a 6-inch public sanitary sewer force main as follows:

- In future Road A, from existing sanitary sewer stub at NW Lake Road to the exiting 10-inch sanitary STEP main NW Camas Meadows Drive;
- In future Road B, from the intersection with future Road A to the westernmost dead-end of future Road B.
- Onsite sanitary sewer mains and STEP tanks, to serve the private sanitary sewer system are shown to be stubbed from the public sanitary sewer mains from future Roads A and B.

[Onsite Private Sanitary Sewer System]:

The preliminary onsite private STEP sewer system plans, indicate that each of the sanitary sewer mains and the STEP tanks for future Buildings A, B, and C are located within landscape and bermed areas adjacent to future Roads A and B. Staff does not support the locations as shown.

The sanitary sewer mains are to be located within the access drives to Buildings A, B, and C with a minimum 10-foot separation between the sewer and water within the right-of-way. STEP tanks are to be accessible for maintenance, pumping, and inspections.

Per CMC 13.62.080 The riser lid to the access chamber shall be accessible at all times to insure proper and timely emergency and/or maintenance response to the system. Locations of STEP tanks within landscaped areas consisting of trees, shrubs, and other vegetation hinders maintenance, pumping, and inspections. Therefore, the STEP tanks for each building are to be located within a paved surface with traffic rated lids. Each of the STEP tanks are to be sized for the proposed use at each building. Additionally, the onsite private sanitary sewer system, including STEP tanks are to be owned and maintained by the owners.

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

- Future Building A: The sanitary sewer main, stubbed off future Road B to serve future Building A, is to be located within the westernmost drive access to said building and the sewer STEP tank is to be located within the paved surface with a traffic rated lid. Locations within the right-of-way require a minimum of 10-foot separation between sewer and the water.
- Future Building B: The sanitary sewer main, stubbed off future Road B to serve future Building B, is to be located within the easternmost drive access to said building and the sewer STEP tank is

to be located within the paved surface with a traffic rated lid. Locations within the right-of-way require a minimum of 10-foot separation between sewer and the water.

- Future Building C: The sanitary sewer main, stubbed off future Road A to serve future Building C, is to be located within the drive access to said building and the sewer STEP tank is to be located within the paved surface with a traffic rated lid when located within the right-of-way. Locations within the right-of-way require a minimum of 10-foot separation between sewer and the water.
- Specifications, design, and calculations for sizing the STEP tanks at future Building A, Building B, and Building C are to be submitted for review and approval by the city, prior to installation.

Per CMC 13.62.B “All STEP 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 STEP 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 STEP system and its ownership and shall be responsible for pumping the STEP 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 STEP system.”

Staff recommends a condition of approval that prior to final engineering plan approval a note is to be on the engineering plans indicating that all components of the onsite private sanitary sewer system, including the STEP tanks shall be privately owned and maintained by the property owners, with a right-of-entry granted to the city for inspection purposes.

Staff recommends a condition of approval that prior to building permit approval, building applications for a land-use that involves manufacturing processes, which consist of high suspended solids (SS) and/or biochemical oxygen demand (BOD), as noted in CMC 13.72.070 will be required to be submitted to the city for review and approval for potential mitigation measures and calculation of SDCs.

**FINDING:** Staff finds that the development, as conditioned, can and will meet the requirements of the Camas Design Standards Manual (CDSM) for Sanitary Sewer.

### **Stormwater:**

The proposed project is to meet the requirements of CMC 14.02 Stormwater Control and the requirements the most current edition of Ecology’s *Stormwater Management Manual for Western Washington* (2019 SWMMWW).

The proposed development consists of two parcels with an overall size of approximately 74 acres (3,223,440 sf). The preliminary storm drainage report (TIR), dated October 2021, was prepared by AHBL, and submitted with the application. Per the preliminary TIR, the southern half of the site consists of pastureland that was used for livestock grazing with an existing single-family residence, barns, and other outbuildings. The northern half of the site contain “scattered stands of fir, ash, and oak trees, as well as large thickets of blackberries.” Additionally, there are four wetland areas that have been identified; “one in the east-central portion and three in the northern portion” of the site. The wetland areas, buffers, and mitigation requirements are discussed in other sections of the staff report. The existing site slopes from east-to-west and south-to-north with “generally moderate slopes in the southern and northern portions and steep south-north slopes along the central portion of the site.”

Ecology’s *Stormwater Management Manual for Western Washington* (2019 SWMMWW), states that minimum requirements (MR) #1- #9 will apply for a new development project that results in 5,000 sf or greater, of new plus replaced hard surface area. Minimum requirements #1 - #9 applies to the proposed development.



- MR #1 stormwater site plans submittal as not been met; therefore the preliminary stormwater plans have not currently been reviewed. Per the preliminary TIR, Section J, the conveyance analysis and design will be submitted at a later date.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit the stormwater utility and storm facility plans for review and approval in accordance with CMC 14.02, CDSM, and Ecology's SWMMWW.

- MR #2 *Stormwater Pollution Prevention Plan (SWPPP)* submittal has not been met at this time. The SWPPP is a component of Ecology's *NPDES General Construction Stormwater Permit (GCSWP)*, which is issued by the Washington State Dept. of Ecology. Submittal of both the GCSWP permit and the SWPPP are required prior to any land-disturbing activities.

Staff recommends a condition of approval that prior to start of construction, the applicant is to submit copies of the GCSWP and the SWPPP prior to any land-disturbing activities.

- MR #3 Source control has been sufficiently addressed in Section D of the preliminary TIR.
- MR #4 Preservation of natural drainage systems, Section K of the preliminary TIR states that the site has been evaluated for both run on from adjacent sites and that the discharge location from the storm facility is consistent with the existing outfall location. Additionally, Ecology's SWMMWW requires that the post-development discharge rate meets the pre-developed conditions.
- MR #5 On-site stormwater management has been addressed in Section E of the preliminary TIR. Per the report, the project will implement BMPs from List #2 of the SWMMWW. The site consists of a high water table and soils that are not feasible for infiltration.
- MR #6 Runoff treatment is addressed in Section F of the preliminary TIR. The report states that stormwater treatment will be met with a combination of a wetpond in the northern portion of the site and via treatment vaults in those portions of the site that will not be conveyed to the wetpond. The wetpond and treatment vaults will be designed to discharge to the adjacent wetland buffer and wetlands. Additionally, the preliminary TIR states that both the wetpond and treatment vaults will provide for basin and phosphorous treatment due to the project being located within the Lacamas watershed. The stormwater treatment, detention, and conveyance systems were not included with the preliminary plans. Submittal of stormwater plans, prior to final engineering plan approval are addressed and conditioned in MR #1 above.
- MR #7 Flow control analysis and design is addressed in Section G of the preliminary TIR. Flow control is to be provided by a combination wetpond/detention pond that will be located in the north section of the project, on the west side of future Building C adjacent to and proposed to discharge to "Wetland A." The stormwater treatment, detention, and conveyance systems were not included with the preliminary plans. Submittal of stormwater plans, prior to final engineering plan approval are addressed and conditioned in MR #1 above.
- MR #8 Wetland protection is addressed in Section H of the preliminary TIR. Per the report, four wetlands have been identified on-site. Wetlands A, B, and D will remain with Wetland C being filled. Per the Critical Areas report, the project will comply with the requirements of SWMMWW that requires wetland projects to the maximum extent feasible. Wetland permitting and mitigation are discussed in other sections of the staff report.
- MR #9 Maintenance and operation are addressed in Section N of the preliminary TIR. Per the report an operation and maintenance (O&M) manual was not included in the preliminary TIR.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit a final TIR that includes the operation and maintenance manual for the on-site stormwater system.

Per CMC 17.19.040.C.3.a Storm drainage systems are to be placed in their own tract or within an open space tract and are to be owned and maintained by the property owner. As shown on the preliminary grading and drainage plans, the storm facility is no located within its own tract or open space.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit revised stormwater and grading plans that have the storm facility placed in its own tract or open space. Additionally, a note is to be included on the engineering plans indicating that all the components of the onsite private stormwater system shall be owned and maintained by the property owners with right-of entry granted to the City for inspection purposes.

Per Ecology's SWMMWW, Volume V, access roads are required for maintenance and inspections of inlet structures, outlet flow control structures, and vegetation management. The preliminary grading and drainage plans do not provide for access to the proposed wetpond/detention pond from the parking lot at future Building C.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit revised stormwater plans that provide the required access roads for maintenance and inspection of the proposed stormwater facility's inlet and outlet flow control structures.

**FINDING:** Staff finds that the development, as conditioned, can and will meet the requirements of the Camas Design Standards Manual (CDSM) for Stormwater.

**Water:**

The proposed project is to meet the requirements of CMC 17.19.040.C.4 Water System.

[Public Water System]:

The preliminary water and sewer plan, dated April 8, 2022, propose the construction of a 12-inch public water main in the following locations:

- In future Road A, from the existing 12-inch water main in NW Lake Road to the existing 12-inch water main in NW Camas Meadows Drive;
- In future Road B, from the intersection with future Road A to the westernmost dead-end of future Road B.
- The onsite private water systems are shown to be stubbed from the future public water mains located in Road A and Road B.

The preliminary water utility plans do not currently propose any public fire hydrants along future Roads A and B. Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit revised water utility plans that provide for public fire hydrants along future Roads A and B in accordance with the CDSM.

Additionally, the preliminary utility plans and the landscape plans do not show the locations and sizes of either the potable water meters or the irrigation meters with backflow prevention devices.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit revised water utility plans and landscape plans to include the locations and sizes of both the potable meters and the irrigation meters with backflow prevention devices.

Per CMC 13.32.080 Backflow prevention devices shall be inspected and tested at least annually, by an authorized representative. Inspection reports are to be submitted to the city. If a device is found to not be in satisfactory operating condition, the connection between the city water supply and the system shall be severed immediately or city water service may be discontinued without notice.

[Onsite Private Water System]:

The preliminary onsite private water system is proposed as an 8-inch water main to serve future Buildings A, B, and C. Per the preliminary plans, the water services are shown to be stubbed through landscaping and bermed areas adjacent to future Roads A and B. Staff does not support the locations of the 8-inch water mains as shown.

The water mains are to be located within the access drives to Buildings A, B, and C, with a 10-foot separation between the water and sanitary sewer mains within the right-of-way. Location of vaults within landscaped areas consisting of trees, shrubs, and other vegetation hinders maintenance and inspections. Therefore, the double check detector valve (DCDV) assembly vaults for each building are to be located within a paved surface with traffic rated lids.

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 to the private onsite water system:

- Future Building A: The 8-inch private water main stubbed off future Road B to serve future Building A is to be located within the westernmost drive access to said building and the water DCDV assembly vault is to be located within the paved surface with a traffic rated lid. Locations within the right-of-way require a minimum 10-foot separation between the water and sanitary sewer mains.
- Future Building B: The 8-inch private water main stubbed off future Road B to serve future Building B is to be located within the easternmost drive access to said building and the water DCDV assembly vault is to be located within the paved surface with a traffic rated lid. Locations within the right-of-way require a minimum 10-foot separation between the water and sanitary sewer mains.
- Future Building C: The 8-inch private water main stubbed off future Road A to serve future Building C is to be located within the drive access to said building and the water DCDV assembly vault is to be located within the paved surface with a traffic rated lid. Locations within the right-of-way require a minimum 10-foot separation between the water and sanitary sewer mains.
- The applicant is to provide a note on the engineering plans indicating that all components of the onsite private water system and fire line, including fire hydrants shall be privately owned and maintained by the property owners with right-of-entry granted to the city for inspection purposes.
- The applicant is to provide a note on the engineering plans indicating that all private fire hydrants are to be ordered direct from the factory and factory painted powder coated red.
- Plans for the fire line are to be submitted to the Fire Marshall's office for the NFPA24 Fire Main Underground Permit prior to any fire line installation beyond the right-of-way.

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

**Erosion Control:**

The proposed project is to meet the requirements of CMC 14.06 Erosion and Sediment Control. Erosion and sediment control (ESC) plans are to be prepared in accordance with adopted city standards.

The proposed development consists of two parcels with an overall size of approximately 74 acres (3,223,440 sf). As the proposed development consists of land-disturbing activities of more than an acre, the applicant is required to obtain an *NPDES General Construction Stormwater Permit (GCSWP)*, which is issued by the Washington State Department of Ecology. Prior to any land-disturbing activities, the applicant is to submit a copy of the *NPDES General Construction Stormwater Permit (GCSWP)* and the *Stormwater Pollution Prevention Plan (SWPPP)*, which is a required component of the *NPDES GCSWP* permit.

Additionally, per CMC 17.21.050.B.3, land-disturbing activities of more than an acre require the applicant is to provide an Erosion Control Bond in the amount of 200% of the cost for erosion control measures, prior to commencement of any land-disturbing activities.

The applicant submitted proposed site and utility plans with the original applicant and revised plans on April 20, 2022. Neither submittal included erosion and sediment control plans.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit Erosion Sediment Control (ESC) plans to the City for review and approval.

A critical component of erosion control and sediment prevention is the clearing, grubbing, and removal of all existing vegetation, including ground cover and trees. Per *BMP C162 Scheduling: "Sequencing a construction project reduces the amount and duration of soil exposed to erosion by wind, rain, runoff, and vehicle tracking"*, as described in Ecology's current 2019 *Stormwater Management Manual for Western Washington (SWMMWW)*, Volume II, Chapter 3, pages 328-329. Based on the size and scope of the proposed project, i.e. two new roads, public and private utilities, significantly sized building pads, stormwater treatment and detention, wetlands, and wetland buffers, sequencing the construction is necessary in order to meet the requirements of *BMP C162*.

As such, staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to include a construction sequencing plan, in accordance with BMP C162 of Ecology's SWMMWW, as a component of the erosion and sediment control plans.

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

**FINDING:** Staff finds that the development, as conditioned, can and will meet the roads, transportation, water, stormwater, sanitary sewer, and erosion control requirements of the Camas Design Standards.

#### **D. Adequate provisions are made for other public and private services and utilities, parks, and trails;**

##### **Public and Private Utilities**

Per CMC 17.19.040.C Utilities. All utilities designed to serve the proposed development shall be placed under ground.

[Public Utilities]:

Street lighting currently exists along the frontage on NW Lake Road. The preliminary utility plans do not include street lighting along future Roads A and B. Future Roads A and B will require street lighting in accordance with the CDSM.

Therefore, staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to provide a street lighting plan and illumination analysis for the installation of street lights along future Roads A and B. Street lighting plans require review and approval prior to submittal to Clark Public Utility (CUP).

[Private Services and Utilities]:

The on-site private sanitary sewer systems, including STEP tanks; the on-site private water distribution systems including DCDV vaults, irrigation systems, backflow prevention devices, and fire hydrants; and all components of the on-site private stormwater system are to be owned and maintained by the owner or a property management company, with right-of-entry granted to the city for inspection purposes.

## **Parks and Trails**

There are no city requirements for parks, trails or other public improvements associated with the development of this property.

**FINDING:** Staff finds that the applicant can or will make provisions for adequate maintenance of the private improvements as conditioned.

### **E. Adequate provisions are made for maintenance of public utilities;**

The applicant is required to construct the public utilities, including roads, required to serve the proposed development. After issuance of final acceptance of the public improvements, maintenance will be the responsibility of the city.

**FINDING:** Staff concurs that adequate provisions will or can be made for maintenance of public utilities.

### **F. All relevant statutory codes, regulations, ordinances, and compliance with the same. The review and decision of the city shall be in accordance with the provisions of CMC Chapter 18.55;**

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

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LIGHT INDUSTRIAL/BUSINESS PARK

CMC CHAPTER 18.21

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A deviation from strict compliance with the development regulations of the LI/BP zone may be granted by the approval authority if the deviation is not inconsistent with the purpose of LI/BP and not adversely impact public health, safety, and welfare per CMC 18.21.090.

#### **CMC Section 18.21.060 Site development criteria;**

##### **A. Site improvements are to be designed to result in a natural appearance that will blend with surroundings and be compatible with neighboring developments.**

The Camas Business Park proposed development is designed with robust landscaping, preservation of a natural area and aesthetically pleasing architectural elevations to be compatible with the surrounding neighboring developments.

##### **B. Grading and Drainage. Site grading and drainage are to be designed by a Washington licensed civil engineer. Grading and slopes are to be compatible with landscaping materials, shall not permit erosion, and shall minimize use of retaining walls to control slopes. Plans submitted for building permits shall include a construction phase mitigating procedure to control temporary situation runoff, erosion, sedimentation, or other objectionable effects.**

The preliminary landscape plans show groundcover and erosion control seed mix on the sloped 50-foot wide landscape buffers in compliance with this requirement. The use of retaining walls is limited at the eastern property line for the construction of Road A and the landscape buffer.

##### **C. Traffic and Parking.**

- 1. All traffic and parking areas shall be paved with asphaltic concrete or portland cement concrete in conformance with approved design standards. The perimeter of all paving areas or landscaped areas shall have portland cement concrete curbs throughout.**

All paving areas will be in conformance with the Camas Design Standards manual.

- 2. No public parking is to be allowed on public streets within this zone.**

Staff finds a condition of approval is required that no public parking is allowed on future Road A and B.

- 3. All loading areas within parking areas shall be located to minimize viewing from adjacent properties and roadways. They shall be screened from horizontal view with the use of dense landscaping, mounds, view screen fencing, or other approved means.**

Truck loading dock areas are minimized from public view with landscaped buffers or setback more than 200-feet.

- 4. Truck docks and loading areas are not permitted on the front elevation of the property and are to be screened from the front view if located within the side yards.**

Truck loading dock areas are located at the side or rear yards and screened from view with landscape buffers.

- D. Refuse/Storage. Refuse areas and service/storage areas are to be located under cover.**

Refuse/Storage areas should be located under cover and conditioned as such.

- E. Utilities. All utility service lines are to be located underground. All pad-mounted equipment and other visible utility and service equipment are to be carefully located to minimize appearance and shall be appropriately screened consistent with required access and safety requirements.**

Any visible utility equipment should be carefully located to minimize appearance and appropriately screened and conditioned as such.

- F. Fencing. Perimeter fencing shall be so constructed as to minimize visual impact. Walls or fences separating adjoining parcels may be located at the property line. No wall or fence taller than three feet shall be placed within the landscape setbacks alongside or rear lot lines, and no wall or fence exceeding three feet in height shall be located on the property, except for security fencing. Security fencing shall blend into and be compatible with landscaping. Fencing shall have earth tone colors of brown, tan, gray, or green. Walls shall be constructed of materials compatible with the building architecture.**

Per the applicant, no walls or fencing are proposed other than retaining walls for grading within the 50-foot landscaped buffer setback at the eastern property line. However, if fencing or walls are proposed for screening, specifications should be provided consistent with CMC 18.21.060.F prior to final engineering plan approval.

- G. Lighting. Site and building lighting shall be designed to minimize glare or objectionable effects to the adjacent properties. Residential neighborhoods are of particular concern. Site-lighting poles shall not exceed twenty feet in height and shall direct the light downward. Lighting sources viewed from above or below on adjacent property shall be shielded. Building lighting is to be concealed and indirect. Lighting in service areas is to be contained to conceal visibility of light sources from street and adjacent property. Site lighting is to be designed to provide uniform distribution, and the light levels shall be adequate for reasonable security and safety on the premises.**

Any landscape, parking lot or building lighting should be directed, hooded, or shielded away from surrounding properties. Lighting specifications should be provided for city review and approval prior to engineering plan approval.

- H. Primary Uses. All primary uses permitted in the LI/BP district shall have no negative or undesirable atmospheric or environmental impacts. All such primary uses shall be developed in a campus-type setting featuring landscaping, off-street parking, architectural designs tending to minimize the industrial nature of the development, buffers between other uses, and such other amenities as are consistent with a campus setting.**

The design of light industrial facilities in the light industrial/business park district will be “campus-style,” with ample landscaping, effective buffers, and architectural features compatible with the surrounding uses.

- I. Secondary Uses. All secondary commercial uses are subject to the following:**
  - 1. The commercial use is demonstrated to be clearly subordinate to industrial uses in the vicinity and will primarily serve the daily retail and service needs of the surrounding industrial area.**
  - 2. On parcels over ten acres, secondary commercial uses shall be subordinate to primary uses on the parcel, and the cumulative gross floor area of all secondary commercial development on-site has a maximum floor area equal to twenty-five percent of the gross floor area of the primary uses.**
  - 3. Proof demonstrating the need for such use to serve other existing uses within the LI/BP district.**
  - 4. The development satisfies the parking, design and other development standards identified in this chapter.**

The secondary commercial use are office spaces to serve the warehouse use, which comprises of approximately 5% of each building and is subordinate to the primary use.

#### **CMC Section 18.21.070 Landscaping standards.**

**In addition to the landscaping requirements of CMC Chapter 18.13 Landscaping of this title, all proposed development in this zone shall generally comply with the following standards. Variations may be authorized by the approval authority where reasonable factors such as topography, other site constraints, or proposed improvements offset the need for strict compliance.**

- A. The entire street frontage will receive street trees/landscaping that will create a unifying effect throughout the area. Tree groupings shall be located for interest and variety. Plantings shall conform to the approved selection list available from the city, if available.**

Street trees exist at the site’s frontage along NW Lake Road and proposed at Roads A and B. In addition, a combination of trees, shrubs and groundcover are proposed along the street frontages that creates a unifying effect throughout the area.

- B. Entry areas and driveways shall be landscaped to create a feeling of identification and continuity of plant materials related to the foundation plantings around the buildings and parking areas. The entry areas shall be landscaped for a minimum distance of fifty feet on either side of the curb breaks and landscaped a minimum of twenty-five feet in width on either side of drives for their full length. Long drives would benefit from landscaped divider islands ten to fifteen feet wide.**

The entry areas/driveways on average are approximately 50-feet in length but do not propose landscaping along the sides of the drive. Staff recommends a condition of approval that entry areas/driveways should be landscaped with trees, shrubs and/or groundcover on either side of the curb breaks for compliance with this requirement and shown on the final landscape plan prior to engineering plan approval.

- C. Temporary parking areas shall have twenty-five feet of landscaping at all perimeters. Permanent parking areas are to have horizontal sight screening from streets and adjacent properties and shall have fifty feet of landscaping on street sides, and twenty-five feet of landscape otherwise.**

A 50-foot wide landscape buffer is provided at the property lines adjacent to streets and minimum 25-foot landscape buffers adjacent to properties except to the north, which is 20-foot wide and fully

landscaped. These landscape buffers are comprised of a minimum 10-foot L2 landscape strip to include a combination of evergreen and deciduous trees, shrubs, and groundcover at the top of the slopes with the remainder of the buffer covered in grass.

- D. A fifty-foot minimum landscaped planting strip shall be required adjacent to building facades facing any street, and a twenty-five foot minimum planting strip shall be required elsewhere. Curvilinear design is encouraged to create interest and variety.**

The applicant has requested a deviation to reduce the required minimum landscape planter strips adjacent to the building facades as follows: 1) a 25-ft. wide landscape strip adjacent to Building A façade facing Lake Road, 2) no landscape planter strips adjacent to the building facades with the truck loading docks and 3) 3-20 ft. wide landscape strips with foundation plantings adjacent to all remaining building facades.

Due to the proposed parking lot landscaping and landscape buffers provided at the property lines as described in the landscape sections of this staff report and as conditioned, staff finds the foundation plantings adjacent to the building facades as proposed satisfy this requirement. Foundation plantings at the dock areas are not feasible due to the truck loading and unloading.

- E. Areas used for storage, loading, etc., which would make landscaping inappropriate or superfluous will not require landscaping. Those areas have their own requirements for screening. Walls and fences that extend out from the main structure for purposes of screening shall also have a minimum of twenty-five feet of landscape strip adjacent to the exterior facing side of the wall.**

Landscaping is not proposed adjacent to truck loading dock areas. The building facades with the truck loading docks are setback from and therefore screened by the modulated building façades. The perimeter buffer landscaping also provides for screening the loading dock areas.

- F. Site development plans shall be submitted showing the final intended, maximum development. Areas reserved for future expansion beyond the foundation planting described above may be allowed to remain natural growth native to the area but shall be maintained in conformance with local requirements for fire control. Areas between any wall of a building and any street may be landscaped or maintained to create an appearance of a controlled natural state. Native species of plants should be maintained where possible.**

The proposed development will be developed in 3 phases, one building per phase. Future undeveloped phases should be landscaped or maintained in a controlled natural state and conditioned as such.

- G. Large site areas that are intended to remain undeveloped shall be improved with landscape materials that relate to the natural environment and the particular site. Tree clusters, mounding and native undergrowth, combined with employee recreational uses should result in an esthetically pleasing effect.**

The entire site is intended to be developed, except for those wetlands planned for preservation. Employee recreational uses are not proposed with this development. For an aesthetically pleasing effect, tree clusters should be provided in the landscape buffers and open space areas where feasible and conditioned as such.

- H. Large, more mature plant materials are encouraged to ensure that some immediate effect on the project's appearance will be attained within two years of planting. The following minimum sizes and spacing are recommended for plant materials at time of installation. Exceptions can be made to these standards when areas are not visible to the general public, and installation and maintenance specifications ensure successful establishment of introduced plantings.**



Due to the high public visibility of the buildings from NW Lake Road at the south and west portions of the site, staff recommends a condition of approval that large, more mature plant materials should be installed that results in an immediate impact on the project's appearance within two years of planting. Per the proposed landscape detail sheet L9, all the evergreen trees within these buffer areas will be planted at a minimum 5-feet in height, consistent with CMC 18.13.050.C.3.

- I. Notwithstanding Section 18.13.050(G) and (H), street trees shall have a minimum caliper size of two inches. Trees located along drives and in the street side of planting areas adjacent to parking areas or buildings shall have a minimum caliper size of one and one-half inches. Trees located elsewhere are to have a minimum caliper size of one inch and equivalent to a fifteen-gallon container size.**

Per the proposed landscape plan detail sheet L9, all the deciduous street trees are 2 - 2 ½ inches in diameter. Staff finds a condition of approval is required that applicant submit a final landscape plan showing a 15-gallon container size consistent with CMC 18.13.050.C.2 prior to final engineering plan approval.

- J. Shrubs should be a minimum of five-gallon pot size, and upright shrubs should have a minimum height of eighteen inches, with a minimum spread of eighteen inches. Spreading shrubs should have a minimum of eighteen to twenty-four inches. Smaller shrub sizes may be approved where it is more appropriate within the particular landscape plan.**

Per the proposed landscape plan detail sheet L9, shrubs are 5-gallon size with an 18-inch height and spread in compliance with this requirement.

- K. Ground covers planted from flats should have a maximum spacing of twelve inches on center or, when planted from one gallon cans, a maximum spacing of twenty-four inches on center.**

Per the proposed landscape plan detail sheet L9, groundcover is 1 gallon and spaces 24-inches on center in compliance with this requirement.

- L. Preservation of existing stands of mature, native, and naturalized vegetation should be a primary goal in site plan development and site preparation. Special techniques, such as fencing, should be used to protect trees from grading and other construction period activities. A tree protection program should be submitted for projects in areas with substantial amounts of existing tree growth.**

Trees are proposed for preservation within the wetlands and their associated buffers. Trees proposed for retention should be protected from grading with tree protection fencing on the outer perimeter of the critical root zone during construction. Staff recommends a condition of approval that the required trees identified for preservation comply with the tree protection recommendations of the *Arborist Report* prepared by Teragan & Associates, Inc.

- M. Earth berms are convenient devices for providing variation in the ground plane, and for screening interior portions of the site. Care must be taken in their construction to avoid creating an artificial appearing landscape. The bermed areas should be as long, as gradual, and as graceful as space will allow, and should have a minimum height above surrounding grade of three feet. Maximum slopes for bermed areas should be three is to one for turf areas, and two is to one for groundcover areas. Earth berms shall comply with vision clearance standards in CMC Chapter 18.17 Supplemental Development Standards of this title.**

Building A fronting Lake Road is approximately 52-feet in height. The massing and scale of the southeast and east portion of Building A as viewed by passerby is reduced as the building sits approximately 19-feet below the adjacent grade of proposed Road A and NW Lake Road. However, the entire 52-tall

façade of building A is exposed from the west and southwest from public view as the grading slopes away from the building (Exhibit 38). As discussed in the Design Review section of this staff report, the Design Review Committee recommended a landscape earth berm at the southwest and west property lines for screening, similar to the existing berm on the southside of Lake Road that currently buffers the Wafertech buildings.

- N. All landscaped areas shall have an automated irrigation system to ensure that plantings are adequately watered. Irrigation systems shall be designed to minimize water runoff onto sidewalks or streets.**

Per the proposed landscape plan detail sheet L9, an automatic irrigation system will be provided. Staff recommends a condition of approval that prior to engineering plan approval, the applicant submit a final landscape plan that includes the Camas Design Manual irrigation details.

- O. Large land parcels may be developed in phases over time, resulting in large areas that will not justify final landscaping installation of portion(s) of the parcel, commensurate with the proposed development in the early phase(s).**

The proposed development will be constructed in 3 phases and required landscaping will be completed with each phase.

**FINDING:** Staff finds that the development, as conditioned, can and will meet the LI/BP landscaping development standards.

#### **CMC 18.21.080 Building design**

- A. All structures should be designed to be harmonious with the local setting and with neighboring developments, while contributing to the overall architectural character of the area. The building design should appear as an integrated part of the design concept. All facilities should be designed by a Washington licensed architect and reflect a high standard of architectural design. Buildings should be either reinforced concrete and steel, masonry, or wood frame construction. Prefabricated metal buildings or sheet metal-sided structures are not permitted, unless an exception is made by the staff review, based upon meritorious design.**

All three warehouse/office industrial buildings are designed to complement one another and be harmonious with the neighboring industrial, commercial and office business park buildings currently located within the vicinity. Design includes color, texture, and architectural elements such as parapets and awnings to reduce scale and monotony typical of warehouse buildings. Although metal is proposed for the truck loading dock doors and their associated canopies, most of the building material consist of concrete wall panels in compliance with this requirement.

- B. Building design should consider existing views and vistas from the site and from adjacent roadways; solar orientation; orientation toward major streets and thoroughfares; vehicular and pedestrian flow patterns; the character of neighboring development; expression of the facilities functional organization and individual character; and the satisfaction of the physical, psychological, social, and functional needs of facility users.**

Building design takes into consideration views from public streets and adjacent properties. All three building facades are designed with the main pedestrian entrances oriented towards a public street and include enhanced architectural elements that provide visual interest as discussed in the following section. Earth berms are recommended as discussed in this staff report to help mitigate the size and scale of Building A visible from adjacent roadways.

- C. Design features that can contribute to the design character of a project include entrance drives, enhanced visitor parking areas, highlighted visitor entrances and entry plazas, decorative pedestrian plazas and walkways, focal landscape treatments and site sculptures, employee lunch areas (with amenities such as outdoor seating, garden areas, etc.), atriums and interior courts, dynamic building and roof forms, distinctive window patterns, shade and shadow patterns, surface treatments, and accent lighting and landscaping.**

Design features that contribute to the character of the project include highlighted building entrances that exhibit a concrete entry portal with a “fluted” formliner pattern in a concrete panel above an aluminum storefront window system, enhanced pedestrian walkways connecting the building entrances to the sidewalk including robust landscaping at the perimeter boundaries, parking lot landscape islands and building foundation plantings.

- D. Long, straight building facades are generally uninviting and visually uninteresting. Building setbacks shall be varied, and all facades articulated to add visual variety, distinctiveness, and human scale. Space created by the varied setbacks of the building facades can accommodate landscaping and pedestrian/employee areas that contribute visual interest.**

All building facades are articulated with varying parapet elevations and concrete wall panels with horizontal and vertical reveals painted in two shades of grey and accents of blue. The building facades with the loading areas exhibit several metal dock doors with blue metal canopy covers and blue fire doors are pulled forward 5-feet for building modulation.

- E. Exterior building colors shall be compatible with the surrounding man-made and natural environments, and not in competition with surrounding elements for attention (i.e., building color should not, in any way, become signing for the site). Generally, building colors should be subdued. Primary colors or other bright colors should generally be used only as accents to enliven the architecture. Repetition and overuse of a single approach to the use of color, such as horizontal stripes/bands, can result in the treatment losing its effectiveness. Brighter, more distinctive color palettes may be approved by the city design review, based upon meritorious design.**

The primary proposed building colors are muted earth tone colors in grey with accents of blue to enliven the architecture.

- F. Reflective glass is not permitted for windows.**

Staff recommends a condition of approval that prior to building permit approval, the building elevations should not exhibit reflective glass for the windows.

- G. Roof-mounted equipment that is visible from adjacent, elevated property should be painted a compatible color with the roof screen.**

There are no adjacent, elevated properties to view roof-mounted equipment and therefore this requirement is not applicable.

- H. All rooftop or outdoor mechanical equipment shall be fully screened from public view in a manner which is architecturally integrated with the structure. Screening shall be constructed to a finished standard using materials and finishes consistent with the rest of the building. Building designs should consider potential visibility of equipment from elevated rights-of-way or adjoining property.**

If any rooftop or outdoor mechanical equipment is visible from public view, the equipment should be fully screened in compliance with the requirement and conditioned as such.

- I. All vents, flues, or other protrusions through the roof, less than sixteen inches in diameter need not be screened from view but must be painted or treated to blend with the color of the background. All such vents, flues, or other protrusions through the roof, more than sixteen inches in diameter shall be considered mechanical equipment and shall be screened from view.**

Vents, flues other protrusions less than 16-inches should be painted to blend with structure and greater than 16-inches should be screened from view and conditioned as such.

**FINDING:** Staff finds that the development, as conditioned, can and will meet the LI/BP building design development standards.

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DESIGN REVIEW (DR21-07)

CMC CHAPTER 18.19

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*Design Review Committee member attendees: Whitney Henion, Dawn Redmond, Heather Vo, and Kevin Breuner, Planning Commissioner Geoerl Niles and Council members Greg Anderson and Leslie Lewallen. Casey Wycoff absent.*

Design Review is required for new developments within a gateway corridor area per CMC 18.19.020 and therefore the proposal is subject to the applicable design review standards in CMC 18.19.050.A *Standard Principles*, B.1 *Gateways*, B.2 *Specific Principles for Commercial and Mixed Uses* and the guidelines in the Camas Design Review Manual “DRM”. As such, a Design Review Committee (DRC) public meeting was held April 14, 2022 to review the proposal for overall general compliance with the Design Review Manual.

**CMC 18.19.050.A Standard Principles:**

- 1. Landscaping shall be done with a purpose. It shall be used as a tool to integrate the proposed development into the surrounding environment.**

Design of business park facilities should be a “campus-style” setting with landscape buffers. A minimum 50-foot wide landscape buffer is provided adjacent to public roads, including landscape buffers at property lines, and tree groupings are provided through the preservation of existing trees that incorporates the development with the existing surrounding environment. Planter islands are provided throughout the parking areas for shade and relief.

The Design Review Committee recommended a condition of approval that the landscape buffers at the property lines be less linear and more layered with multiple plantings.

- 2. All attempts shall be made at minimizing the removal of significant natural features. Significant natural features shall be integrated into the overall site plan.**

Significant natural features, such as wetlands and trees, are integrated into the overall site plan and set aside in a critical areas tract for preservation.

- 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.**

The proposed buildings are up to 50-feet tall structures displaying varying materials that achieve a seamless appearance. All front building facades are articulated with varying parapet elevations and concrete wall panels with horizontal and vertical reveals painted in two shades of grey and accents of blue. The building facades with the loading areas exhibit several metal dock doors with blue metal canopy covers and blue fire doors, which are pulled forward 5-feet for building modulation.

- 4. A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.**

The proposed development does not incorporate or enhance historic/heritage elements related to the specific site or surrounding area.

**CMC 18.19.050.B Specific Principles:**

**1. Gateways**

- a. Gateways shall be devoid of freestanding signs.**
- b. Business signage not placed on buildings shall be integrated into the landscaping/streetscaping of the subject property.**
- c. Permanent signage within a gateway shall be standardized in a manner that creates a consistent look within the gateway in question.**
- d. The surface of pedestrian walkways within intersections shall be accentuated with a unique character.**
- e. A consistent streetscape lighting scheme shall be used.**

Freestanding signs, permanent signs and pedestrian walkways within intersections are not proposed within the gateway and therefore those provisions are not applicable. Business signage should be integrated into the landscaping or streetscape if not proposed on the building and conditioned as such. Staff finds a condition of approval is required that a consistent street lighting scheme for proposed Roads A and B should be provided and a street lighting plan and specifications should be submitted to City staff for review and approval prior to final engineering plan approval.

**2. Commercial and Mixed Uses**

- a. On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All on-site parking areas along adjacent roadways shall be screened with landscaping. Downtown commercial and mixed-use areas shall not be required to provide on-site parking.**

Due to the nature of the use and size of the buildings, vehicular and/or trailer truck parking surrounds all sides of the buildings. Trailer truck parking is primarily located near the dock loading areas. A 50-foot sloped landscape buffer is provided at the site's street frontages to include a 10-foot planter strip of trees and shrubs at the stop of the slope to screen the parking adjacent to the roadways.

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

Although the buildings are required to be setback 100 to 200 feet per the LI/BP development standards, are separated by parking and screened with landscape buffers and berms, the proposed design of the buildings help define the streetscape with articulated pedestrian building entrances to include windows, glass doors and awnings with walkways that connect the building entrances to the nearby sidewalk.

- c. Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial development next to residential areas) shall be designed to mitigate size and scale differences.**

The project site is surrounded by property zoned for industrial, commercial, and multi-family uses and existing business park developments, warehouses, and industrial buildings. To help mitigate size and scale differences with the adjacent single-family residences and multi-family zones, the buildings are setback several feet from the property lines and some cases sit below the adjacent street grade, are screened from view with a 50-foot wide sloped landscape buffer and have modulated facades.

The Design Review Committee expressed concern with the scale and massing of the south and southwest portions of Building A from Lake Road as the entire 52-ft tall façade is exposed from passerby, whereas the southeast and east portions of the building sit 19-feet below Lake Road. As such, the Design Review Committee recommended a condition of approval that a landscaped earth berm be

provided along the southwest and west property lines similar to the existing berm on the southside of Lake Road that currently buffers the WaterTech buildings.

- d. Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance or creates a cohesive development.**

All three buildings are cohesive in design to accommodate a variety of uses that may be proposed in this development as allowed in the LI/BP zone.

- e. Mixed-use development that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes their impact on adjacent lower intensity uses.**

Not applicable as the proposal is not a mixed-use development.

- f. Walls shall be broken up to avoid a blank look and a provided a sense of scale.**

The buildings provide visual interest and variety using different materials/colors and design elements that produce slight articulation to the front facades to include stepped parapets.

- g. Outdoor lighting shall not be directed off-site.**

Outdoor parking and building lighting is proposed. Staff recommends a condition of approval that lighting is directed, hooded and shielded away from surrounding properties.

**FINDING:** The Design Review Committee and staff found the proposed Camas Business Park design is generally in compliance with the Design Review Manual, the applicable design principles and guidelines of CMC Chapter 18.19 as conditioned.

## **PUBLIC COMMENTS**

No written public comments were received at the writing of this staff report.

## **CONCLUSION**

Based on the above findings and discussion provided in this staff report, staff concludes that the Camas Business Park (LI/BP 21-01) should be approved, because it does comply with the applicable standards if all the conditions of approval are met.

## **RECOMMENDATION**

Staff recommends APPROVAL of the consolidated application for the Camas Business Park development (LI/BP 21-01) 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) and CMC 17.19.040.
  - a. Per CMC 17.19.040.C and 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.
2. The engineering site 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. Submittal requirements for first review are as follows:
  - a. Submit four (4) full size sets and one (1) half size set of plans;

- b. One (1) hard copy of (TIR) stormwater report;
  - c. Stamped preliminary engineer's estimate.
- 3. 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 shall be due prior to the start of the plan review process.
  - b. Payment of the 2% construction inspection (CI) fee shall be due prior to construction plan approval and release of approved plans to the applicant's consultant.
  - c. Under no circumstances will the applicant be allowed to begin construction prior to construction plan approval.
- 4. If applicable, existing wells, septic tank, and septic drain fields shall be decommissioned in accordance with state and county guidelines, per CMC 17.19.020.
- 5. Installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
- 6. 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.
- 7. 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 measures, per CMC 14.06.200.
- 8. If any item of archaeological interest is uncovered during a permitted land-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).
- 9. A separate new construction permit shall be required from the Fire Marshall's office. Two sets of plan specifications, and other information as may be necessary to determine compliance with fire and life safety code and standards.
- 10. Permit forms and submittal instructions are available online or can be picked up at the Fire Marshal's office at 605 NE 3<sup>rd</sup> Avenue.
- 11. Permit(s) and inspections are required by the Fire Marshal's Office for this project. Please contact the Fire Marshal's office at 360-834-6191, or [rmiller@ci.camas.wa.us](mailto:rmiller@ci.camas.wa.us) for submittal information.
- 12. A building permit shall be required prior to commencement of construction of a structure.
- 13. A building permit shall not be issued prior to completion of site improvements, unless otherwise approved by the Director.
- 14. At the time of building permit issuance, the applicant shall pay the appropriate impact fees in accordance with the provisions of CMC 3.88.
- 15. The applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil, prior to issuance of Final Acceptance from CDEV Engineering.
- 16. Final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
  - a. As-builts are to be submitted as PDFs and in either AutoCad or Carlson formats. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.

17. Per CMC 17.21.070.A Upon final acceptance of the development improvements a two-year (2) warranty bond commences.
18. Per CMC 17.21.070.E A letter of final acceptance will be issued once all items listed in 17.21.070.B-C.
19. Per CMC 18.18.070.B, prior to issuance of final occupancy permits, all public and private improvements shall be completed in accordance with CMC 17.21.070 Final Acceptance.
20. The applicant will be responsible for maintenance of all on-site private improvements, including but not limited to the private water and fire line system, the private sanitary sewer system, the on-site stormwater facilities, the parking areas, pedestrian pathways, pedestrian structures, the retaining wall and fencing, lighting, and landscaping.
21. Unless construction of this site commences within two (2) years of issuance of this decision, this permit will expire.

### **Special Conditions:**

#### Planning:

22. The SEPA DNS (SEPA file no. 21-12) agency comments concerning fill and erosion control measure shall be complied with.
23. The recommendations in the Geotechnical Report dated July 2021 prepared by Terra Associates, Inc. shall be complied with to minimize any potential hazards associated with construction.
24. The boundary line adjustment final drawing and new legal descriptions for each lot shall be submitted per CMC 17.07.050 to the City for review and approval, prior to recording the documents with Clark County.
25. 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.
26. No public parking is allowed on future Road A and B.
27. Any proposed refuse areas shall be located under cover.
28. Any visible utility equipment shall be carefully located to minimize appearance and appropriately screened

#### Prior to Final Engineering Plan Approval:

#### Planning:

29. The applicant shall submit to the City for review and approval a revised *Mitigation Bank Use and Conceptual Mitigation Plan* that addresses the updated site development changes to include placing the critical areas in a separate tract per CMC 16.51.240.A. The plan shall also address the mitigation strategy and goals for the Wetland buffer addition areas.
30. The applicant shall obtain a Nationwide permit from the US Army Corps of Engineers for the filling of Wetland C.
31. The applicant shall submit a revised clearing and grading plan to show the grading for the stormwater pond to not impact the proposed wetland buffer mitigation between Wetland B and D.
32. Signs and fencing shall be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Signage and fencing specifications shall be submitted to the City for review and approval prior to installation.
33. Detailed construction drawings per CMC 16.53.050.E.3 shall be submitted to the City for review and approval prior to final engineering plan approval.



34. Trees proposed for retention shall comply with the tree preservation measures outlined in the October 6, 2021 *Arborist Report* prepared by Teragan & Associates, Inc.
35. Prior to Engineering Plan approval, a final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC 18.13 and CMC 18.21.070 shall be submitted to the city for review and approval to include the following but not limited to:
  - a. A 5-ft. L2 landscape buffer shall be provided along the segment of northern property line adjacent to the stormwater pond.
  - b. Based on the 775 proposed parking stalls, 129 parking lot planter islands shall be provided per CMC 18.13.060.C.
  - c. Wheel stops shall be installed adjacent to planter areas per CMC 18.13.060.F.
  - d. An additional 121 tree units shall be provided per CMC 18.13.052.C.
  - e. Entry areas/driveways shall be landscaped with trees, shrubs and/or groundcover on either side of the curb breaks.
  - f. Future undeveloped phases shall be landscaped or maintained in a controlled natural state.
  - g. Tree clusters shall be provided in the landscape buffers and open space areas where feasible.
  - h. Large, more mature plant materials shall be installed that results in an immediate impact on the project's appearance within two years of planting.
  - i. The planting legend shall identify the 15-gallon container size for the deciduous trees consistent with CMC 18.13.050.C.2.
  - j. The landscape buffers at the property lines shall be less linear and more layered with multiple plantings.
  - k. Business signage shall be integrated into the landscaping or streetscape if not proposed on the building.
  - l. A landscaped earth berm shall be provided along the southwest and west property lines similar to the existing berm on the southside of Lake Road that currently buffers the WaterTech buildings.
  - m. Plants utilized shall be per the approved City's landscape list in the Camas Design Manual. Plants not on the approved City list, a characteristic card shall be submitted to the City for review and approval.
  - n. The planting specifications and landscape notes in the Camas Design Manual shall be included on the final landscape plan.
  - o. Irrigation specifications in the Camas Design Manual shall be noted on the final landscape plan.
  - p. Locations and size of irrigation meters are to be shown on the final landscape plans and on the water utility plans.
36. Proposed retaining walls shall not exceed a height of 6-feet per CMC 18.17.060.C.1 and specifications for the retaining wall shall be submitted to City for review prior to engineering plan approval. If fencing or walls are proposed for screening, specifications shall be submitted to the consistent with CMC 18.21.060.F.
37. Any landscape, parking lot or building lighting shall be directed, hooded, or shielded away from surrounding properties and lighting specifications shall be provided for city review and approval.

38. A consistent street lighting scheme for proposed Roads A and B shall be provided and a street lighting plan and specifications shall be submitted to City staff for review and approval.

Engineering:

39. The applicant is to submit revised site plans that show the drive aisles dimensions of the parking areas for both passenger vehicles and truck trailer vehicles.

[Roads]

40. The applicant shall revise the site plan and road section plans for Future Road A to provide for the following:

- a. A centerline radius of 300-feet from NW Lake Road onto future Road A with a minimum curb radii of 35-feet and ADA accessible curb ramps on both sides of future Road A.
- b. A centerline radius of 200-feet from future Road A onto future Road B with a minimum curb radii of 35-feet and ADA accessible curb ramps on both sides of the intersection onto Road B.
- c. A left-turn pocket from future Road A at the access to Building C, in accordance with the CDSM Table 2. Additionally, both sides of the access road to Building C is to consist of a minimum curb radii of 35-feet with ADA accessible curb ramps on both sides of the access road.
- d. Per the applicant, the final engineering plans will be revised to show the currently shown Building C to be "Building B".
- e. The curb radii on both sides of the intersection of future Road A and the existing NW Camas Meadows Drive is to be as close to a 35-foot radius as physically possible with ADA accessible curb ramps on both sides.

41. The applicant shall revise the site plan and road section plans for future Road B to provide for the following:

- a. The access roads to Building B and Building A require a minimum 35-foot curb radii with ADA accessible curb ramps on both sides of the access roads.
- b. Per the applicant, the final engineering plans will be revised to show the currently shown Building B as "Building C". Building A remains as shown.

42. The applicant shall revise site plans and road section plans for NW Lake Road to provide for the following:

- a. The landscape islands are to be replaced with full depth road sections, curb, and gutter.
- b. The left-turn lane to future Building A parking area from NW Lake Road is to be signed as 'No Truck Traffic Permitted'.
- c. The access road to and from the parking area for Building A onto NW Lake Road is to be constructed with a minimum 25-foot curb radii and ADA accessible curb ramps on each side of the access road.

43. The applicant revise site plans that provide a minimum of one pedestrian/bicycle connection from Building A to future Road A.

[Transportation]

44. The applicant is required to pay the proportionate share amount of \$39,600.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

45. The TIA is to be revised and resubmitted addressing the length of the left-turn pocket and the requirement to construct a full depth street section at the intersection of NW Lake Road and future

Road A. Additionally, the preliminary site plans are to be revised to include the left-turn pocket in this location.

[Sanitary Sewage]

46. The applicant shall submit sewer utility plans with the following revisions to the private onsite sanitary sewer system:
- a. Future Building A: The sanitary sewer main, stubbed off future Road B to serve future Building A, is to be located within the westernmost drive access to said building and the sewer STEP tank is to be located within the paved surface with a traffic rated lid. Locations within the right-of-way require a minimum of 10-foot separation between sewer and the water.
  - b. Future Building B: The sanitary sewer main, stubbed off future Road B to serve future Building B, is to be located within the easternmost drive access to said building and the sewer STEP tank is to be located within the paved surface with a traffic rated lid. Locations within the right-of-way require a minimum of 10-foot separation between sewer and the water.
  - c. Future Building C: The sanitary sewer main, stubbed off future Road A to serve future Building C, is to be located within the drive access to said building and the sewer STEP tank is to be located within the paved surface with a traffic rated lid when located within the right-of-way. Locations within the right-of-way require a minimum of 10-foot separation between sewer and the water.
47. Specifications, design, and calculations for sizing the STEP tanks at future Building A, Building B, and Building C are to be submitted for review and approval by the city, prior to installation.
48. A note is to be on the engineering plans indicating that all components of the onsite private sanitary sewer system, including the STEP tanks shall be privately owned and maintained by the property owners with right-of-entry granted to the city for inspection purposes.

[Stormwater]

49. The applicant is to submit the stormwater utility and storm facility plans for review and approval in accordance with CMC 14.02, CDSM, and Ecology's SWMMWW.
50. The final stormwater report (TIR) shall be submitted to the City for review and approval. The final TIR shall include and/or address the following:
- a. MR #1: Stormwater site plans.
  - b. MR #2: Stormwater Pollution Prevention Plan (SWPPP).
  - c. MR #9: The operation and maintenance (O&M) manual for the on-site stormwater system.
51. The applicant is to submit revised stormwater and grading plans that have the storm facility placed in its own tract or open space. Additionally, a note is to be included on the engineering plans indicating that all the components of the onsite private stormwater system shall be owned and maintained by the property owners with right-of entry granted to the City for inspection purposes.
52. The applicant is to submit revised stormwater plans that provide the required access roads for maintenance and inspection of the proposed stormwater facility's inlet and outlet flow control structures.

[Water]

53. The applicant is to submit revised water utility plans that provide for public fire hydrants along future Roads A and B in accordance with the CDSM.

54. The applicant is to submit revised water utility plans and landscape plans to include the locations and sizes of both the potable meters and the irrigation meters with backflow prevention devices.
55. The applicant is to submit water utility plans with the following revisions to the private onsite water system:
  - a. Future Building A: The 8-inch private water main stubbed off future Road B to serve future Building A is to be located within the westernmost drive access to said building and the water DCDV assembly vault is to be located within the paved surface with a traffic rated lid. Locations within the right-of-way require a minimum 10-foot separation between the water and sanitary sewer mains.
  - b. Future Building B: The 8-inch private water main stubbed off future Road B to serve future Building B is to be located within the easternmost drive access to said building and the water DCDV assembly vault is to be located within the paved surface with a traffic rated lid. Locations within the right-of-way require a minimum 10-foot separation between the water and sanitary sewer mains.
  - c. Future Building C: The 8-inch private water main stubbed off future Road A to serve future Building C is to be located within the drive access to said building and the water DCDV assembly vault is to be located within the paved surface with a traffic rated lid. Locations within the right-of-way require a minimum 10-foot separation between the water and sanitary sewer mains.
56. The applicant is to provide a note on the engineering plans indicating that all components of the onsite private water system and fire line, including fire hydrants shall be privately owned and maintained by the property owners. Right-of-entry is to be granted to the city for inspection purposes.
57. The applicant is to provide a note on the engineering plans indicating that all private fire hydrants are to be ordered direct from the factory and factory painted powder coated red.
58. Plans for the fire line are to be submitted to the Fire Marshall's office for the NFPA24 Fire Main Underground Permit prior to any fire line installation beyond the right-of-way.

[Erosion Control]

59. The applicant is to submit Erosion Sediment Control (ESC) plans to the City for review and approval.
60. The applicant is to include a construction sequencing plan, in accordance with BMP C162 of Ecology's SWMMWW, as a component of the erosion and sediment control plans.

[Public Utilities]

61. The applicant is to provide a street lighting plan and illumination analysis for the installation of street lights along future Roads A and B. Street lighting plans require review and approval prior to submittal to Clark Public Utility (CUP).

Prior to construction:

62. The installation of temporary construction shall be installed that clearly marks in the field critical area buffers and fencing should remain throughout permitted construction activities.
63. The applicant is to submit copies of the GCSWP and the SWPPP prior to any land-disturbing activities.

Prior to Final Acceptance:

64. A conservation covenant shall be recorded with the County to ensure long-term preservation of all the critical areas and any associated buffers, including maintenance of any mitigation actions, per

CMC 16.51.240. Further, a copy of the recorded conservation covenant document shall be submitted to the City prior to final acceptance.

65. The applicant shall post a mitigation bond in an amount deemed acceptable by the City to ensure the wetland mitigation is fully functional per CMC 16.51.250.

66. Landscaping and irrigation shall be installed or bonded for prior to final acceptance.

Prior to Building Permit Approval:

Planning:

67. If a future tenant requires additional parking, the applicant shall submit a site plan amendment per CMC 18.18.090 prior to building permit approval.

68. Detailed construction plans for any proposed signage shall be submitted to the City for review and approval.

69. The building elevations should not exhibit reflective glass for the windows.

70. If any rooftop or outdoor mechanical equipment is visible from public view, the equipment should be fully screened per 18.21.080.H.

71. Vents, flues, or other protrusions less than 16-inches shall be painted to blend with structure and greater than 16-inches should be screened from view.

72. Building materials and colors shall be in conformance with the design review approval.

Engineering:

73. A revised traffic memorandum report is to be submitted addressing the actual land-use and, if the ultimate tenant's average daily trips (ADTs) is higher than originally shown in the November 11, 2021 TIA, an updated TIA will be required to address potential additional mitigation measures, per CMC 18.18.090.

74. Building applications for a land-use that involves manufacturing processes, which consist of high suspended solids (SS) and/or biochemical oxygen demand (BOD), as noted in CMC 13.72.070, will be required to be submitted to the city for review and approval for potential mitigation measures and calculation of SDCs.