



PROJECT NARRATIVE

For

13TH SITE PLAN

A PRELIMINARY TYPE II APPLICATION

Submitted to
CITY OF CAMAS

FOR
TAZ KHAN
3993 NW Currawong Court
Camas, WA 98607

October 2023
Revised August 2024

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General Information

Applicant/Owner:

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Location:	NW ¼ of Section 29, T2N, R3E, WM
Address:	20101 NE 13 th Street, Camas, WA 98607
Project Size:	0.97 acres/42,257 SF
Zoning:	BP – Business Park
Overlay:	None
Comprehensive Plan:	IND
Current Use:	Vacant
Parcel Number:	176148000
School District:	Evergreen
Water District:	Camas
Sewer District:	Camas
Fire District:	Camas
Park District:	N/A
Clark County Reference:	PA22-32
Transportation Impact Fee:	Camas

Project Description

The 13th Street Site Plan project proposes to construct a 4,100 sf convenience store with drive-thru car wash and gas pumps on parcel 176148000. The convenience store will have small general retail sales including food items, cold beverages and potentially some on-site prepared foods.

The site is located on the southwest corner of the intersection at NE 13th Street and NW Friberg-Strunk Street. A single-family home is currently on site that will be removed. Parcels to the north across NE 13th Street, as well as directly to the west, are single-family residential uses under Clark County jurisdiction. South of the site is a developing business park approved as Lacamas Tech Business Park. East of the site across NW Friberg-Strunk Street is Camas Meadows Golf Club.

The site is relatively flat with vegetation consisting primarily of grass with scattered trees.

Transportation and Utilities:

NE 13th Street is an existing Minor Arterial that abuts the site to the north and provides access to the site. Frontage improvements are proposed to bring the street up to half-width standards including a 37' half-width ROW and 23' half-width paved section with 6' planter strip and 6' detached sidewalks.

NW Friberg-Strunk Street is a fully improved 3 lane arterial that does not require frontage improvements per the Pre-Application Conference Report.

There are no transit routes or stops within 1/4 mile of the development site.

A traffic study has been provided that shows the projected trip generations for the development. No offsite mitigation is required based on the study.

Stormwater will be collected and treated onsite before being routed to an onsite underground stormwater detention facility. From there it will be discharged to an existing conveyance system. A stormwater report has been provided to show compliance with the City stormwater regulations.

The site will be served by public water and sewer services.

Critical Areas:

Ecological Land Services (ELS) assessed the site for critical areas and has provided a Critical Areas Report. ELS concludes that there is one Oregon white oak on the south portion of the property, but no oak woodlands or caves as mapped by WDFW. There is a wetland to the south of the site that has permits to be filled for the proposed Lacamas Tech Business Park. There is an offsite wetland that has been identified to the west on adjacent property with buffers that extend onto the subject site.

The parcel is within a high and moderate - high archaeological predictive area, therefore an Archaeological Predetermination has been prepared for the site and submitted with this application.

Proposal & Code Compliance Discussion

Title 16 – Environment

16.01 - SEPA

The State Environmental Policy Act (SEPA) procedures require documentation of critical areas as well as discussion on earth, air, water, plants and animals, energy and natural resources, environmental health, noise, land and shoreline uses, aesthetics, recreation, historic and cultural preservation, transportation, and public services and utilities. A SEPA application is required and has been included with this application. A revised SEPA was submitted on July 15, 2024 that included revised environmental data further discussed below.

16.31 – Archaeological Resource Preservation

The site is located in an area of high probability for the presence of archaeological artifacts. An Archaeological Predetermination Survey Report is required for this project. Archaeological Services, LLC (ASCC) performed an onsite field investigation on August 17, 2023. Several artifacts were found including pink glass fragments suspected to be Depression Glass, a coin bank dated to 1926-1930, and a metal bolt. Based on these items, along with the former structures that appear on site in historic photos, ASCC is recording the debris scatter as a historic-area archaeological site and recommends a Cultural Resource Survey Report prior to any ground disturbing activity.

16.51 – Critical Areas - 16.53 Wetlands - 16.61 Fish and Wildlife Habitat

WDFW has mapped the site as having oak woodland and being within a cave rich area. No wetlands are mapped onsite however potential wetlands are mapped by Clark County GIS on the property to the south. A Critical Areas Report has been prepared by Ecological Land Services (ELS) for the the site and concludes that there is one Oregon white oak on the south portion of the property, but no oak woodlands or caves as mapped by WDFW. The potential wetland to the south is located within the footprint of a proposed building and that application has received permits to fill the wetland.

A revised Critical Areas Report (CAR) prepared by ELS and dated May 2, 2024 was submitted to the City of Camas along with other supporting documents that address comments received during the 1st Notice of Application. The revised CAR includes findings from an April 2024 site visit that include a wetland to the southwest of the site with a buffer that extends on to the subject parcel.

Along with a revised CAR, ELS issued a revised Oak Mitigation Plan (dated May 17, 2024) as well as a Wetland Buffer Mitigation Plan (dated May 16, 2024). The oak tree mitigation plan proposes to purchase credits with the Terrace Oak Bank. The wetland buffer mitigation plan proposes to purchase credits with the Terrace Mitigation Bank.

Title 17 – Land Development

17.19.040 – Infrastructure Standards

NE 13th Street is an existing minor arterial that abuts the site to the north. Access to the site will be via a new entrance/exit from NE 13th Street. Half width improvements are proposed as part of this project. Some improvements at the intersection of NW Friberg-Strunk Street were previously completed. Frontage improvements for this development will begin at the west curb return and continue west along the site frontage. Additional right-of-way will be dedicated to provide a 37' half-width right-of-way with a 52' full-width right-of-way. The 23' paved roadway half width that tapers out to 28.5' at the intersection with NW Friberg-Strunk Street. It includes a 6' detached sidewalk and an 8' planter strip.

NW Friberg-Strunk is an existing 3-lane arterial that is fully improved. No frontage improvements are required or proposed. No access is proposed via NW Friberg-Strunk Street.

Circulation:

No circulation to adjacent parcels is proposed. The site fronts on NE 13th Street and NW Friberg-Strunk Street, therefore no further circulation to the north or east is required. The parcel to the west is zoned residential and falls under Clark County jurisdiction. Any circulation to the west would not be compatible with this proposed use. The parcels to the south are currently developing as a business park and do not require circulation to and through the subject parcel.

Turnarounds:

The proposed drive aisles that will serve the site vary in width from 24' to 32' wide and can be utilized as a loop road for fire turnaround.

Pedestrian/Bicycle Circulation:

All sidewalks, driveway aprons, and pedestrian crossings will comply with the American with Disabilities Act.

Access Spacing:

Required access spacing along an arterial is 660' minimum and 1,000' maximum. The westernmost property line is approximately 367' west of the intersection with NW Friberg-Strunk Street, therefore it is not possible to meet minimum access spacing based on the existing conditions of the site. A deviation request has been submitted with this application to grant relief from this standard. The access to the site has been located as far west as possible, while allowing for a street taper on NE 13th Street and providing space on site for gas tanker trucks to maneuver to exit the site.

Traffic Study:

A Traffic Study has been prepared for this project by Charbonneau Engineering and is included with this application. The following is a summary of the study:

- Intersection sight distance at the access point exceeds the minimum standard (390 feet) as over 500 feet of sightline is available in both directions on NE 13th Street. For safety reasons the sightlines must be maintained and potential obstructions due to street grade,

buildings, parking, signing, fencing, landscaping, above ground utilities, or other objects shall not be permitted.

- The capacity analysis has determined that only one intersection will fail. The signalized intersection at NE 13th Street and NE 192nd Avenue will operate at LOS `F` during the PM peak hour in the year 2026 background and total traffic scenarios. The failing condition is attributed to the growth and in-process traffic. The City has recognized and documented in the TSP that long range future improvements will be necessary on NE 13th Street (Goodwin Road) to accommodate heavier traffic. A year 2035 improvement is listed in Table 6 within the TSP that proposes street widening which should mitigate the issue. Specifically, the current study finds that adding a separate left turn lane on the westbound approach will mitigate the failing condition to acceptable LOS `D`. However, no mitigation is proposed in conjunction with the gas station & market development as the failure is due to the background traffic conditions.
- A left turn lane warrant was assessed for the westbound to southbound movement from NE 13th Street for traffic entering the site. The AM & PM peak hours were evaluated for the year 2026 total traffic scenario. The turn lane is not warranted in the PM peak hour. The warrant curve (Exhibit 1310-7a in the appendix) indicates that a left turn is marginally met based on a 40 MPH travel speed. However, the travel speed on NE 13th Street is 35 MPH which if plotted indicates the warrant would not be met. It is also noted that the queuing analysis for the westbound left turn movement has confirmed that up to one vehicle may queue to make a left turn resulting in a LOS `A` condition. Considering these factors adding a westbound left turn lane on NE 13th Street is not proposed in conjunction with the development.
- Based on the findings of the traffic analysis no off-site improvements to the transportation system are recommended.
- The City of Vancouver's intersections that are identified for future improvements are detailed in the traffic study in Table 4. The table includes the number of peak hour site trips that will impact the locations, cost per trip, and the proportionate share fee equating to \$153,050.
- The development at full build out will create an additional 2,281 new trips, with 60 net AM peak hour trips and 81 net PM peak hour trips.

Sewer and Water

The site will be served by the City of Camas for public sewer service. There is an existing 4" pressure sewer main located in the west half of NE Friberg-Strunk Street. A 4" pressure sewer lateral was stubbed to the site from NE Friberg-Strunk Street. A private STEP sewer system is required for this site.

City of Camas will provide public water service. There is an existing 12" water main located in NE Friberg-Strunk Street with an existing 8" water main to the site at the SE corner of the site. The development will extend the existing 8" water main to serve the site.

Stormwater and Erosion Control

Stormwater runoff from pollution generating surfaces is proposed to be treated using filter cartridges and then routed to an underground detention facility. Infiltration was deemed infeasible by the geotechnical engineer, so discharge from the site will be routed to an existing drainage ditch on the north side of the site.

A preliminary stormwater plan has been submitted with this application. The preliminary technical information report (TIR) has also been submitted with this application which better explains the stormwater system and how it meets the applicable code.

Garbage and Recycling:

The location of onsite garbage and recycling receptacles is shown on the preliminary site plan.

Impact Fees:

This development will pay impact fees for traffic and fire.

System Development Charges:

Water and sewer system development charges will be paid by this development.

Fire:

Fire apparatus access is provided onsite with the proposed drive aisles. Permits for underground storage tanks, fuel dispensing, sprinkler system and fire alarm system will be required. One new fire hydrant is proposed onsite.

Title 18 - Zoning

18.05 – Zoning Districts

The site is designated as being within the BP (Business Park) zoning district, a commercial district.

18.07 – Use Authorization

The applicant proposes a gas/fuel station with mini market, which is a permitted uses in the BP zone. Development in this zone is noted as needing to comply with Design Review under CMC 18.19.

18.09 – Density and Dimensions

Density standards are not applicable for this zone/use. The following standards apply to this development:

Table 1 – Density and Dimensions for Commercial and Industrial Zones		
	BP	Proposed
Maximum density (dwelling units/net acre)	n/a	n/a

Minimum lot area (square feet)	½ acre	0.97 acres
Minimum lot width (feet)	100	131'
Minimum lot depth (feet)	100	328'
Maximum building lot coverage	50%	20%
Maximum building height (feet)	None	28'
Minimum front yard	15'	15'
Minimum side yard	15'	15'
Minimum rear yard	50'	50'

The development will comply with the above standards.

18.11 – Parking

CMC 18.11.130 requires that gas stations with mini markets provide 1 parking space per nozzle plus 1 space per 250 sf of gross floor area. Car wash uses require 2 spaces per stall and 1 space per 2 employees. The following parking calculations demonstrate what is required for this site:

4,100 sf mini market @ 1/250 sf	= 17 spaces
8 nozzle gas station @ 1/nozzle	= 8 spaces
<u>1 stall carwash w/2 employees @ 2/stall + ½ employees</u>	<u>= 3 spaces</u>
Total	= 28 spaces
Excluding gas fill-up stalls	= 20 spaces

This development proposes a total of 20 parking spaces, all standard size, plus 8 gas fill-up stalls. Of the 20 standard spaces 1 will be ADA compliant, 2 will have electric vehicle charging infrastructure at the time of development and 2 are designated as future electric vehicle charging spaces.

The design of the site limits any vehicle from having to back out into public right-of-way.

18.13 – Landscaping

A Tree Survey has been submitted with this application providing an inventory of existing trees. A Landscape, Tree and Vegetation Plan has been submitted with this application showing proposed landscaping, and all onsite trees proposed to be retained or removed.

A 20-unit/acre tree density per net acre has been incorporated into the site plan. The tree density is met by providing street trees, and plantings within the proposed tract areas. The proposed and adjacent uses are residential or open space, so specific landscape buffers are not required.

Landscape buffers have been provided as follows:

North: 5' - L2
 West: 10' – L3
 South: 5' – L2
 East: 10' – L3

The pre-application conference report states that the drive-thru car wash should be screened to a 10'- L3 buffer standard. This would require a 10' – L3 buffer along the east as well as a portion of the north property line. This is not a code requirement, rather a design review recommendation from previous projects. It is not possible to provide the 10' buffer due to the constraints of the parcel. The lot is narrow; after right-of-way dedication the remaining lot width is approximately 124'. A 10' – L3 buffer is provided along NW Friberg-Strunk Street, as the lot is quite deep and there is room for the additional buffer. Along NE 13th Street a 5' – L2 buffer has been shown. It should be noted that the drive-thru for the car wash will generate significantly less traffic than a drive-thru for fast food. In addition, the car wash will generate fewer trips than the traffic utilizing the site for the gas station or the mini mart. From a trip generation/screening standpoint it does not seem that additional screening is necessary for this type of a drive-thru. A deviation request is not submitted for this item because the project does meet written code. The applicant hopes that the City will work with us to find a compromise.

Street trees will be provided along NE 13th Street. NW Friberg-Strunk Street is already built to the required standards with street trees; no street trees along NW Friberg-Strunk Street are proposed.

18.15 – Signs

No signs are proposed with this project at this time.

18.17 – Supplemental Development Standards

This lot is a corner lot, therefore a vision clearance area of 15' x 15' is required.

18.19 – Design Review

Per CMC 18.19.020 Design Review is required for new developments in commercial zones. The applicant has designed the site to provide:

- Parking areas placed towards the interior of the site and screened with landscaping.
- The drive-thru is screened heavily with landscape.
- The design of the site has kept development away from the existing home to the west.
- The proposed building is designed to be built right on the setback line in order to define the streetscape. Blank walls have been avoided.
- Outdoor lighting will be directed so as not to impact adjacent properties and streets.

18.18 – Site Plan Review

This proposal is subject to a Type II Site Plan Review. All applicable content has been submitted for a complete application. The following criteria must be addressed in order for the site plan to be approved:

- *Compatibility with the City's comprehensive plan*

Response: This project encourages economic development in an area designated as Business Park, which is considered Employment Land.

- *Compliance with all applicable design and development standards*

Response: As evidenced in this narrative, and associated plans, the proposed development complies with all applicable codes and development standards.

- *Availability and accessibility of adequate public services*

Response: Public water and sewer are available adjacent to the site in public right-of-way. Garbage and recycling services are available in the area. Emergency services such as fire, medical and police also are available in the area. This development will not impact schools or parks.

- *Adequate provisions are made for other public and private services and utilities, parks, and trails*

Response: This development will pay impact fees for traffic and fire, as well as system development charges for water and sewer. This development will not impact schools or parks as it is commercial in nature. There are no trails in the vicinity of the site to connect to. Garbage and recycling service will be paid for by the owner of the site.

- *Adequate provisions are made for maintenance of public utilities*

Response: Provisions have been made to provide for the maintenance of public utilities by paying impact fees and system development charges.

- *All relevant statutory codes, regulations, ordinance, and compliance with the same*

Response: This narrative and the associated plans and reports address all relevant statutory codes, regulations, ordinance and demonstrate compliance with the applicable codes.

18.55 – Administration and Procedures

This project is subject to a Type II process for Site Plan Review. The application will be subject to the development approval and application timelines of this chapter.

A preapplication meeting is required per CMC 18.55.060. A preapplication conference was held on July 28th, 2022 and a land use application was not submitted within 180 days. The applicant met City staff to review changes made to the layout. Emails with Yvette Sennewold confirm that this meeting acted as a 2nd pre-application conference and no further conference or waiver would be required.

The project received Technically Complete status on December 19, 2023 and Notice of Application was issued. Based on a number of comments the applicant placed the project on hold in order to provide additional environmental information. A revised SEPA with supporting documentation was submitted on July 15, 2024.

The applicant has submitted the required documents and information as required CMC 18.55.110.