



**STAFF REPORT & DECISION**

**13<sup>th</sup> Street Gas Station**

File Number SPRV23-06 (CONSOLIDATED FILES: ARCH23-07, CA23-08, DR23-09, SEPA23-12)

*Type II*

Decision Date: September 16, 2024

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|------------------|--|--------------|--|
| <b>PROPOSAL</b>  | The proposal includes the construction of an 8-pump gas station, a 4,100 square-foot convenience store, and a drive-thru car wash, located at 20101 NE 13 <sup>th</sup> Street, in the BP - Business Park Zone.  |              |  |
| <b>LOCATION</b>  | The property is located on the southwesterly corner of the intersection at NE 13 <sup>th</sup> Street and NW Friberg-Strunk Street. The parcel number is 176148000, situated in the NW 1/4 of Section 29, Township 2 North, Range 3 East of the Willamette Meridian, Clark County. |              |  |
| <b>APPLICANT</b> | PLS Engineering, Travis Johnson<br>604 W. Evergreen Blvd.<br>Vancouver, WA 98660<br>(360) 944-6519   | <b>OWNER</b> | Pak USA Camas, LLC<br>3993 NW Currawong Court<br>Camas, WA 98607<br>(512) 779-4999 |

APPLICABLE LAW: The application was submitted on November 9, 2023, and the applicable codes are those codes that were in effect at the date of application. Camas Municipal Code (CMC) Title 17 Land Development and Title 18, 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 18.37 Business Park, and Chapter 18.55 Administrative Procedures.

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**SUMMARY**

The applicant is currently seeking approval to construct an 8-pump gas station, a 4,100 square-foot convenience, and a drive-thru car wash on an approximately 0.97-acre parcel currently developed with a single-family residence, situated in the BP – Business Park Zone. According to CMC 18.07.030 – Table 1,

the proposed uses are allowed within the BP Zone, subject to the necessary approvals. The convenience store is proposed to have small general retail sales including food items, cold beverages, and potentially some on-site prepared foods.

The site is located at 20101 NE 13<sup>th</sup> Street and is situated on the southwesterly corner of the intersection at NE 13<sup>th</sup> Street and NW Friberg-Strunk Street. Parcels to the north across NE 13<sup>th</sup> Street, as well as directly west, are developed with single-family residential uses under Clark County jurisdiction. The property south of the project site is developed with a business park (Lacamas Tech Business Park). East of the project site is a business park development that is currently under construction.

The subject property is relatively flat with vegetation consisting primarily of grass with scattered trees and is surrounded by properties in Clark County jurisdiction to the North and West zoned Single-Family Residential, to the South and East by properties located within the City of Camas jurisdiction with a BP – Business Park Zone designation.

The proposed project requires permits and approvals from the city to include archeological review, critical area review, design review, SEPA review, site plan review, engineering site construction approvals and building permits.

## FINDINGS

### *Title 16 Environment*

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STATE ENVIRONMENTAL POLICY ACT (SEPA23-12)

CMC CHAPTER 16.07

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A SEPA checklist was submitted, and a Determination of Non-Significance (DNS) was issued February 22, 2024. The comment period closed on March 7, 2024. The city received SEPA comments from the Department of Ecology related to hazardous waste and toxics reduction during demolition of the existing structure as well as comments related to the wetland delineation conducted for the project site. Staff also received comments from the Southwest Clean Air Agency (SWCAA) with regards to demolition of existing structures and construction dust, and comments from Washington Department of Fish & Wildlife (WDFW) related to mitigation measures for the removal of one Oregon white oak that is currently on the project site. During the initial SEPA comment period, staff received 41 comments from residents, both in support of and opposition to the proposed project. The comments in opposition were related to potential increases traffic, air quality, water quality, and pedestrian safety. Because of the comments received during the initial comment period, the applicant placed the project on hold to reevaluate some of the technical reports that were submitted with the initial application.

A revised SEPA checklist and supporting documentation were submitted July 15, 2024. Upon review and acceptance, the revised SEPA checklist was redistributed and a Determination of Non-Significance (DNS) was issued August 15, 2024. The comment period closed on August 29, 2024. In addition to the comments received from the previous SEPA distribution (March 2024), the city received a total of 9 comments from residents related to potential increases in traffic, noise, and environmental impacts. One agency comment from Washington Department of Fish and Wildlife (WDFW) was received related to the applicant's Oak Bank Use Plan. State agencies provide industry standards for different types of development. The applicant will be required to comply with all State Agency requirements for the proposed gas station, car wash, and convenience store.

**FINDING:** Staff finds the comments and recommendations provided by the Department of Ecology, SWCAA, and WDFW should be complied with and conditioned as such.

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 ARCHAEOLOGICAL RESOURCE PRESERVATION (ARCH23-07)

## CMC CHAPTER 16.31

An Archaeological Predetermination Survey was performed by Archaeological Services LLC on August 17, 2023, for the proposed project. Based on the survey report, no further study was necessary. A copy of the report was forwarded to Tribes and the Department of Archaeological and Historic Preservation (DAHP). The report and findings are not subject to the open public records act and as such, the city cannot disclose the results.

**FINDING:** Staff finds a condition of approval is warranted that if potential artifacts are discovered during construction, work must immediately cease, and both the Department of Archaeological and Historic Preservation and the City must be notified.

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 CRITICAL AREA (CA23-08)

## CMC CHAPTER 16.51

WDFW has mapped the site as potentially having oak woodlands and being within a cave rich area. No wetlands were mapped onsite, however potential wetlands are mapped by Clark County GIS on the property to the south. A Critical Areas Report (dated October 2, 2023) has been prepared by Ecological Land Services (ELS) for the project site and concludes that there is one Oregon White Oak on the southerly portion of the site, 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 however; no wetlands were identified onsite.

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

During the comment period for the revised SEPA checklist, staff received comments from WDFW related to the removal and mitigation of the Oregon white oak found on the project site. WDFW noted the recently published guidance document that describes the significance of Oregon white oaks and identifies best management practices for avoiding, minimizing, and mitigating impacts to this habitat. The actions identified in the guidance document can be implemented under the existing critical areas ordinance (CMC 16.51.170 – Mitigation Sequencing) for evaluating projects that involve Oregon white oak.

WDFW wants to ensure that the project proponent explored design alternatives that avoid and minimize impacts to the Oregon white oak, as required by CMC 16.51.170. If impacts to the Oregon white oak cannot be avoided and it is subsequently removed for this project, WDFW recommends updating the mitigation to align with their newly published guidance document. WDFW's current Oregon white oak mitigation guidance indicates that removal of a high-functioning white oak tree with a 52-inch DBH trunk and a 0.08-acre tree canopy should require both:

- Physical mitigation in the form of 250 Oregon white oak saplings planted.
- Temporal mitigation in the form of 0.80 acres of Oregon white oak habitat enhanced.

WDFW noted that the proposed mitigation plan provides for only 0.238 acres of oak habitat to be planted/enhanced (via mitigation bank credit). According to the applicant's revised Oak Bank Use Plan,

this value is based on a 6:1 ratio with a 0.5 “risk reduction multiplier”, which brings the mitigation ratio to only 3:1. The agency indicates the proposed efforts would fall short of accomplishing no net loss of ecological function. WDFW recommends any trees felled during construction be retained on site or moved to a nearby woodland habitat as dead snags and logs provide valuable habitat to cavity-nesting birds and mammals, which is why WDFW’s PHS List identifies snags and logs as a type of priority habitat.

**FINDING:** Staff finds that the applicant should comply with the comments received by WDFW and conditions of approval have been added as such.

## *Title 18 Zoning*

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SITE PLAN REVIEW (SPRV23-06)

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 subject property is designated Industrial in the Camas 2035 Comprehensive Plan, which includes the BP – Business Park zone designation. The proposed convenience store, gas station, and drive-thru car wash proposal is consistent with the following Comprehensive Plan policies:

- 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.
- 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.
- Economic Development Policy ED-1.8: Ensure that development standards are balanced in order to promote high-quality building and site design and encourage businesses to operate in an environmentally responsible manner.

**FINDING:** The proposed project provides local employment and compatibility in site design and architecture with the surrounding area. 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 project narrative, site plan, utility plan, grading plan, landscape plan, and building elevations that are adequate for Site Plan and Design Review.

#### **Density and Dimensions**

Per CMC 18.09.030 Table 1, the Business Park (BP) zone is unrestricted with density and building height but requires a minimum lot area of half an acre and a maximum lot coverage of 50%. The applicable development setback standards in the BP zone are as follows: 1) minimum lot width and depth are 100-feet, 2) minimum front and side yard is 15-feet and 3) minimum rear yard is 50-feet. As proposed, staff finds the applicant complies with the density and dimensional standards of the BP zone.

### **Parking**

New and expanded commercial uses must provide adequate off-street parking pursuant to CMC Chapter 18.11.130 *Standards* and per CMC Table 18.11-1 as follows:

- A “*gas station with mini market*” use requires one parking space per nozzle, plus 1 space per 250 square-feet of gross floor area. Based on the proposed 4,100 square-foot convenience store and 8 gas pumps, 17 parking stalls are required plus 8 spaces at the gas pumps.
- A “*car wash*” use requires 1 space per 2 employees.

As such, a total of 20 parking stalls are required in the parking lot area and 20 have been provided for plus 8 spaces at the pumps. Of the 20 standard parking spaces provided, 2 will have electric vehicle charging infrastructure and the time of development and 2 will be designated as “future electric vehicle parking spaces”. The proposed project is in compliance with the required off-street parking space requirements.

Per Camas Design Standards Manual (CDSM), Table 1 Guidelines for Geometry of Private Roadway, Note 2.d Ingress aisles setback from back of sidewalk: collectors minimum 40-feet, arterials minimum 50-feet. NE 13<sup>th</sup> Street is a federally functional classified as a minor arterial within the city limits of Camas. The preliminary site plans show that the ingress parking spaces on the west side of the proposed development meet the minimum 50-foot setback requirement. The parking spaces along the front of the mini-market also meet the minimum 50-foot setback requirement as they are located over 50-feet from the ingress aisle.

### **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 18.37 *Business Park*. The applicant has focused the planting areas immediately adjacent to the building, at the site’s perimeter, within the parking areas. The proposed plant materials indicated on the preliminary landscape plan include a mix of low-maintenance ornamental trees and shrubs. The proposed landscaping will provide a softening to the building, respond to the building architecture, and provide screening of the parking lot while still allowing tenant and patron security and safety. The proposed landscape plan meets the landscaping, screening, and buffering requirements for the parking area, provides for year-round color and texture, and will provide the site with a cohesive design with trees and shrubs that are adapted to the climate of the area and match the surrounding environs.

[Business Park landscape standards]:

Design of business park facilities should be a “campus-style” with landscape buffers. Per CMC 18.37.040.A, the entire street frontage shall receive landscaping of trees, shrubs, and groundcover plants within the landscape buffer. As proposed, the preliminary landscape plan indicates that the street frontage has been provided with this combination of landscaping and is in compliance with this requirement.

[Landscape buffers]:

The preliminary landscape plan shows a 10-foot wide L3 landscape buffer is being provided along the westerly and easterly property lines, and a 5’L2 landscape buffer is provided along the northerly and southerly property lines. The proposed landscape buffers are in compliance with the requirements of CMC 18.13.055 – Table 1.

[Parking lot landscaping]:

The purpose of landscaping within parking areas is to not only minimize the visual impact of paved areas but also provide shade and relief per CMC 18.13.060.B. As noted in CMC 18.13.060.C, parking lots shall

include a minimum ratio of one tree per six parking spaces. The proposed landscape plan shows a variety of trees to be planted throughout the parking areas, such that this requirement can be met. The parking lot planter islands are required to comply with the minimum 8'x 8' planter area requirement and the project will be conditioned as such prior to engineering plan approval. Wheel stops are required at all parking spaces and adjacent to planter areas to protect landscaping from car overhangs per CMC 18.13.060.F. Additionally, wheel stops will be required adjacent to sidewalks to allow for a clear pedestrian pathway and to protect pedestrians from car overhangs and will be conditioned as such prior to engineering plan approval.

[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. The applicant has indicated that the subject site requires a total of 19 tree units where a total of 33 tree units have been provided. The proposed project exceeds the requirement for tree density.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant submit a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13 and CMC Section 18.37.040. Plants proposed for the site are required to be listed on the city's approved Landscape list per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved list, a characteristic card should be submitted for review and approval. Irrigation and landscaping improvements should be installed or bonded prior to final acceptance.

#### **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 signs were not provided and therefore will require a separate review and approval prior to the issuance of a building permit, if 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.

[Public Roads]: The proposed project is bordered on the east side by NW Friberg-Strunk Street, a fully improved 3-lane arterial with bike lanes, curbs, sidewalks, and planter strips. Currently the frontage along NE 13<sup>th</sup> Street, a 2-lane unimproved federally functional minor arterial, is predominantly without bike lanes, curbs, sidewalks, or planter strips on either side of the road. Existing improvements on NE 13<sup>th</sup> Street are limited to the intersection improvements for the traffic signal upgrade that was completed with the NW Friberg-Strunk Street Road Improvement project in 2015.

Per CMC 17.19.040.B.1, half-width street improvements are required from the centerline of the existing right-of-way and are to be constructed in accordance with the minimum full-depth structural street section per the CDSM, Street Detail ST5 3 Lane Collector/Arterial (74' ROW).

Per CMC 17.19.040.B Table 17.19.040-2 – Minimum Public Street Standards C. 3 Lane Collector/Arterial the minimum requirements are as follows:

- 74-foot right-of-way, 46-feet of paved street width to include 12-foot center median or left-turn lane, bike lanes, 6-foot detached sidewalks, 5.5 & 7.5-foot planter strips, no parking on both sides, and street lighting.
- Curb radii, at drive access locations, are to be a minimum of 35-foot curb radius.
- ADA accessible curb ramps on both sides of the drive access location; and
- Off-street parking setbacks, at the ingress aisles, are to be 50-feet from back of sidewalk.

The preliminary site plans, submitted in December 2023, did not meet the minimum requirements as noted in CMC 17.19.040.B Table 2 nor in the CDSM, Section III Design Standards, Table 2. The preliminary site plans include the existing westbound lane (11.5'), the existing eastbound lane (12'), the existing bike lane (5'), the dedicated right-turn lane (12'), a 6-foot attached sidewalk, and a 6-foot L2 landscape buffer on the east side of the drive access. CDSM Table 1, Note 2.c requires a minimum drive aisle width of 24-feet to allow for 2-way vehicular movements. The drive access is shown to be 60-foot wide, which exceeds the 24-foot drive access width. The west side of the drive access is shown with a 6-foot landscape strip, 6-foot detached sidewalk, and a 6-foot L2 landscape buffer. Additionally, the street sections called out on the preliminary plans show minimal areas of the required full-depth road section with most of the road improvements as a grind and inlay. The frontage improvements as shown on the preliminary plans do not meet the minimum required road improvements as noted in CMC 17.19.040.B.

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

- Maintain, at a minimum, the existing westbound thru-lane width.
- Provide a dedicated left turn lane onto the site.
- Maintain the eastbound thru-lane and eastbound bike lane.
- Maintain the dedicated right-turn lane onto NW Friberg-Strunk Street.
- The future sidewalk along the frontage is to be a detached sidewalk with planter strip and curb & gutter from the end of the existing curb return and extended the full length of the future frontage to the west end of Parcel no. 176148000.
- The drive access width is to be reduced to a maximum width of 40-feet for personal motorist access, with mountable curb and a concrete island on either side of the drive access to allow for truck accessibility. ADA access must be maintained across the entire driveway opening.
- A full-depth road section is required from the northside of the left-turn lane to the face of curb along the frontage improvements.

Per CMC 17.19.040.B.5 the applicant is required to dedicate sufficient right-of-way (ROW) for the full frontage improvements.

The full existing right-of-way width on NE 13<sup>th</sup> Street varies from approximately 60-feet to 63-feet along the frontage of the proposed development. The existing right-of-way width from the centerline to the north property line of Parcel no. 176148000 varies from 25-feet to 27-feet. The applicant is required to dedicate sufficient right-of-way width to construct the required frontage improvements from the north side of the dedicated left-turn lane to the south side of the future sidewalk. Per the preliminary site plans sufficient right-of-way width has not been shown for the required frontage improvements.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to dedicate sufficient right-of-way to construct the following improvements:

- The dedicated left-turn lane, the eastbound thru-lane, the eastbound bike lane, the dedicated right-turn lane onto NW Friberg-Strunk Street, curb & gutter, minimum 6-foot-wide planter strip, and 6-foot-wide detached sidewalk.

Per CDSM, Section III Design Standards, *Table 3 Access Spacing Standards*, the access spacing standards on a roadway classified as an arterial are a minimum of 660-feet and a maximum of 1,000-feet.

Per the preliminary site plans the location of the drive access into the proposed development is shown to be approximately 260-feet from the centerline of NW Friberg-Strunk Street to the centerline of the drive access location. The location of the drive access, as shown, does not meet the minimum access spacing standard for a road classified as an arterial. Due to the length of the parcel frontage along NE 13<sup>th</sup> Street, which is approximately 328-feet, it is not possible for the applicant to meet the minimum access spacing standards and still access the proposed development from NE 13<sup>th</sup> Street. Therefore, a deviation request to the city engineer was required for the location of the drive access as shown. A deviation request was submitted by the applicant.

The deviation request from the minimum access spacing standards is not supported without a dedicated left-turn lane into the proposed development.

The preliminary site plans, submitted in December 2023, did not include the dedicated left-turn lane as discussed with the applicant's team. However, a revised site plan was submitted with the Traffic Engineer's *Left Turn Lane Memo*, dated April 9, 2024, that includes a dedicated left-turn lane.

Staff recommends a condition of approval that prior to engineering plan approval, the site plans for the proposed development, are to be revised and resubmitted with the dedicated left-turn lane into the site as a requirement for support of the deviation request from the minimum access spacing standards on an arterial from the city engineer.

Per CDSM, Table 1 Guidelines for Geometry of Private Roadway, Note 2.c Aisles dimensions: one-way drive aisles are to be a minimum of 15-feet and two-way drive aisles are to be a minimum of 24-feet. The preliminary site plans indicate that all the on-site drive aisles are a minimum of 24-feet in width to serve as two-way drive aisles.

The preliminary site plans show that the ingress parking spaces on the west side of the proposed development meet the minimum 50-foot setback requirement. Additionally, the parking spaces along the front of the mini-market also meet the minimum 50-foot setback requirement as they are located over 50-feet from the ingress aisle.

**FINDING:** Staff finds that the development, as conditioned, can and will meet the requirements of 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).

A traffic analysis report (TIA), dated September 2023, was prepared by Charbonneau Engineering, Inc. Per the September 2023 TIA and the 11<sup>th</sup> Edition Institute of Transportation Engineers (ITE) manual, the total number of average daily trips (ADTs) generated by the proposed development, as shown in Table 1 Trip Generation Summary, is 2,281 ADTs. The ADTs were based on the land-use codes for a Gas Station with Market (LUC 945) which were reduced based on a percentage of pass-by trips for a Gas Station with Market; an Automated Car Wash (LUC 948); and trip credits for the existing single-family residence.

Based on the current 11<sup>th</sup> Edition ITE Trip Generation manual, the proposed development will generate approximately 2,281 ADTs, with a total of 60 AM Peak Hour trips (30 In / 30 Out) and a total of 81 PM



Peak Hour trips (41 In / 40 Out). Transportation Impact Fees (TIF) are updated yearly on January 1<sup>st</sup> or when a new TIF study is adopted. The TIF due at the time of building permit approval will be based on the number of PM Peak Hour Trips (81) times the TIF amount during the year that the building permit is submitted.

Staff recommends a condition of approval that prior to Building Permit approval the applicant is to pay the applicable City of Camas Transportation Impact Fee (TIF) amount during the year the building permit is submitted \* 81 PM Peak Hour Trips.

**Left Turn Lane Requirements:**

Access to the proposed development is located approximately 260-feet from the intersection of NE 13<sup>th</sup> Street and NW Friberg-Strunk Street. The minimum access spacing standards for a roadway classified as an arterial are 660-feet minimum and 1000-feet maximum. Due to the length of the parcel frontage along NE 13<sup>th</sup> Street, which is approximately 328-feet, it is not possible for the applicant to meet the minimum access spacing standards. The proposed access location would require a deviation request to, and support from, the city engineer. Based on the reduced distance of the driveway from the intersection, the applicant was informed that the deviation request would not be supported by the city engineer unless a dedicated left-turn lane was provided. The left turn lane will alleviate safety concerns regarding rear end collisions and the potential of stacking vehicles in the westbound through lane into the intersection.

Charbonneau Engineering's initial TIA, dated September 2023, stated the following:

*"A left turn lane warrant was assessed for the westbound to southbound movement from NE 13<sup>th</sup> 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 shown on 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 13<sup>th</sup> 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. As a result, adding a westbound left turn lane on NE 13<sup>th</sup> Street is not proposed in conjunction with gas station, market, and car wash development."*

Based on the city engineer's requirement for a dedicated left-turn lane to support the deviation request, the city sent the applicant's initial TIA to Global Transportation Engineering (GTE), for a third-party review.

GTE provided a memo to the city, dated May 1, 2024, after reviewing Charbonneau Engineering's initial TIA. GTE's review addressed the proposed location of the access drive as follows:

*"The access to the site falls below the City's access spacing of 660ft. This creates several safety concerns near the site access and at the NE 13th Street / NW Friberg- Strunk St intersection. Based on review of the traffic study, the following needs to be provided:*

- a. The Summary and Recommendations section of the report indicates a left turn is not warranted at 35 mph but is marginally warranted at 40 mph. Due to the sub-standard access spacing, an evaluation using the 85th percentile speed present on the roadway needs to be used for turn lane and sight distance evaluations.*
- b. Queuing analysis should be provided using Simtraffic or Poison's distributions. This will typically provide a more conservative estimate of average and 85th percentile queues.*

- c. *Due to school traffic being predominant along study roadways, traffic counts need to be conducted during the school year to capture the heavy vehicle (bus traffic) presence at the intersection and distribution of that traffic. An actual traffic count will better define the local site and peaking characteristics of traffic. The AM peak is of particular concern for school related traffic. Developing school traffic estimates from the ITE Trip Generation Manual does not capture those characteristics in this case.*
- d. *A westbound left turn lane or restriction of the westbound left turn movement into the site from NE 13th Street needs to be provided due to the sub-standard distance between the site access and the NE 13th Street / NW Friberg-Strunk St intersection.*
  - i. *There is a high probability of eastbound traffic obscuring a vehicle waiting to turn left into the site from motorists turning left from NW Friberg-Strunk Street."*

The Memo from GTE was sent to Charbonneau Engineering for review. Charbonneau Engineering subsequently responded to GTE's Memo with a Memo dated June 12, 2024. Highlights of the Charbonneau Engineering Memo and the city's responses are as follows:

- *"Only one access (NE 13<sup>th</sup> Street) is permitted to serve the property as no connection is allowed to NE Friberg-Strunk Street."*

The pre-application notes stated no access onto NE Friberg-Strunk Street would be permitted; however, during the application review process, staff stated that access onto NW Friberg-Strunk would be supported as a right-in/right-out only.

- *"To minimize the impacts associated with fueling trucks, deliveries will avoid the peak traffic periods by restricting arrivals and departures to the hours between 7:00 PM to 7:00 AM. Additionally, the fueling truck operators will be directed to make right turns from/to NE 13<sup>th</sup> Street when entering and exiting the site."* A condition of approval is warranted.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to add the following notes to the site plans:

- Fueling trucks and delivery trucks are restricted to the hours between 7:00 PM and 7:00 AM.
- Fueling trucks are restricted to right-in/right-out movements from and onto NE 13<sup>th</sup> Street when exiting the site.
- *"Pertaining to comments about the truck turning movements it is recommended that PLS Engineering prepare an illustration showing the wheel paths for trucks entering, maneuvering on-site, and leaving the property."*

An updated circulation plan was submitted on July 17, 2024.

- *"Frontage improvements on NE 13<sup>th</sup> Street will include a westbound left turn lane for traffic turning into the site. The Charbonneau Engineering memo dated 4/9/24 supports the city's recommendation to install the turn lane as a safety benefit even though the original traffic report noted that the left turn lane was not warranted."*

The installation of the left turn lane was not a recommendation by the city. The left turn lane is a requirement due to the access spacing standards not being met. The deviation request from the access spacing standards was supported by the city engineer only if the left turn lane is to be installed.

- *“The year 2023 volumes are represented in the original traffic report ... and the May 2024 volumes are documented in the traffic count data attached to the June 12, 2024, memo.”*

Based on the 2024 counts and the 2023 traffic counts there does not appear to be a marked difference between the two years. **Staff concurs.**

- *“Based on the results of the follow-up study it is recommended that the City of Camas support the proposed site plan with one 40-foot-wide access on NE 13<sup>th</sup> Street.”* A COA for both is warranted.

**Staff concurs with the memo and a condition of approval requiring the left turn lane and 40-foot-wide access on NE 13<sup>th</sup> Street.**

[Signing and Striping]

The proposed development is required to provide a signing and striping plan for onsite, including the driveway ingress and egress lanes, as well as the dedicated left-turn lane into the site, the dedicated right-turn lane onto NW Friberg-Strunk Street, the eastbound through lane, and the eastbound bike lane.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit a signing and striping plan for onsite, including the driveway ingress and egress lanes; and offsite, including for the dedicated left-turn lane into the site, the dedicated right-turn only lane onto NW Friberg-Strunk, the eastbound through lane, and the dedicated through bike lane.

[City of Vancouver Concurrency]:

At the time of the pre-application meeting for the proposed development, the City of Vancouver’s (COV) Traffic Engineer provide a memo, dated July 14, 2022, outlining the trip generation and distribution requirements and the concurrency requirements for COV’s proportionate share intersections. The September 2023 TIA, was sent to the City of Vancouver and Clark County for transportation concurrency reviews.

- Concurrency review comments were not received from Clark County.
- Concurrency review comments were received from the City of Vancouver on March 5, 2024. The City of Vancouver’s review comments are as follows:

*The “applicant’s traffic study identified City of Vancouver proportionate share fees total \$153,050” per the proportionate share Table 4 as shown in the TIA.* The proportionate share table below includes only those intersections that meet COVs requirements for proportionate share fees applicable to the proposed project.

| <b>Proportionate Share Project Name</b>                  | <b>Number of PM Peak Hour Trips</b> | <b>Fee Rate per PM Peak hour trip</b> | <b>Total Fee per Intersection</b> |
|--|-------------------------------------|---------------------------------------|-----------------------------------|
| NE 192 <sup>nd</sup> Ave & NE 13 <sup>th</sup> St        | 57                                  | \$400.00                              | \$22,800.00                       |
| SE 192 <sup>nd</sup> Ave & SE 34 <sup>th</sup> St        | 13                                  | \$150 .00                             | \$1,950.00                        |
| SE 192 <sup>nd</sup> Ave & SR-14 ramp terminal           | 13                                  | \$2,000.00                            | \$26,000.00                       |
| NE 172 <sup>nd</sup> Avenue & NE 18 <sup>th</sup> Street | 20                                  | \$300.00                              | \$6,000.00                        |
| NE 179 <sup>th</sup> Place & NE 18 <sup>th</sup> Street  | 20                                  | \$900.00                              | \$18,000.00                       |
| NE 187 <sup>th</sup> Avenue & NE 18 <sup>th</sup> Street | 24                                  | \$1,200.00                            | \$28,800.00                       |
| NE 192 <sup>nd</sup> Avenue & NE 9 <sup>th</sup> Street  | 33                                  | \$1,100.00                            | \$36,300.00                       |
| NE 187 <sup>th</sup> Avenue & SE 1 <sup>st</sup> Street  | 12                                  | \$1,100.00                            | \$13,200.00                       |
| <b>Proportionate Share Total Amount Due</b>              |                                     |                                       | <b>\$153,050.00</b>               |

*The City of Vancouver requests a condition of approval requiring proportionate share payment prior to building permit approval.*

Staff recommends a condition of approval that prior to Building Permit approval the applicant is to provide the City of Camas Building Division verification of payment of the proportionate share fees, in the amount of \$153,050.00, to the City of Vancouver.

**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.

There is an existing 4-inch PVC sanitary sewer pressure main located just west of centerline, east of the 12-inch watermain, in NW Friberg-Strunk Street. A 4-inch pressure sewer lateral was stubbed to parcel number 176148000 for future development.

Per CMC 13.62.080 The riser lids for the STEP tank are to be accessible at all times to insure proper and timely emergency and/or maintenance response to the system. Per the preliminary utility plans, the proposed STEP tank is shown located east of the mini-market, in the landscape area between the drive aisle for the carwash and the sidewalk along NW Friberg-Strunk Street. There is an oil/water separator shown on the west side of the STEP tank and located in the drive aisle for the carwash.

The applicant is responsible for the sizing of the STEP tank and the oil/water separator for the proposed development. As the oil/water separator is located within a drive aisle, the oil/water separator is to be installed with H-25 traffic-rated lids.

Staff recommends a condition of approval that prior to engineering plan approval the applicant is to submit to the City for review and approval, the design, specifications, and sizing calculations for the proposed STEP tank and oil/water separator. The design for the oil/water separator is to include H-25 traffic-rated lids.

Per CMC 13.62.060.B *“All STEP systems serving 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 engineering plan approval a note is to be added to the engineering plans stating that all components of the onsite private sanitary sewer system, including but not limited to the STEP tank, the sanitary catch basins, and the oil/water separator shall be privately owned and maintained by the property owners, with a right-of-entry granted to the city for inspection purposes.

**FINDING:** Staff finds that the 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 17.19.040.C.2 Stormwater Control

The total land-disturbing activities for the proposed development consists of approximately 1.13 acres (49,045 sf) total for the proposed improvements. The total includes the future onsite development

improvements which is approximately 0.95 acres (41,382 sf), and the additional frontage improvements which is approximately 0.18 acres (7,663 sf) of new plus replaced impervious surface.

The preliminary stormwater technical information report (PTIR) dated November 2023, was prepared by PLS Engineering, Inc. The proposed development site is located on the southwest corner of NE Friberg-Strunk Street and NE 13<sup>th</sup> Street. The proposed development improvements include a mini-market, gas station, parking lot, a drive-thru carwash, and stormwater treatment and detention structures.

Per the preliminary stormwater report the onsite “stormwater runoff from the pollution generating impervious surfaces (PGIS) will be routed to the underground treatment vault. After the PGIS surface runoff is treated via the underground treatment vault, the stormwater will drain to the underground detention facility then to a new flow control manhole prior to draining to the existing stormwater manhole in NE 13<sup>th</sup> Street, which discharges to an existing conveyance system in NE 13<sup>th</sup> Street/NW Goodwin Road, and ultimately east into Lacamas Creek. The preliminary stormwater report did not address the offsite stormwater runoff from the new pollution generating impervious surfaces constructed with the frontage improvements.

The PTIR was prepared in accordance with Ecology’s *Stormwater Management Manual for Western Washington* (2019 SWMMWW). Ecology issued the *2024 Stormwater Management Manual for Western Washington* which was effective as of August 1, 2024. Both the 2019 and the 2024 manuals state 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.

Staff recommends a condition of approval that prior to engineering plan approval the applicant is to revise the preliminary stormwater report in accordance with the *2024 Stormwater Maintenance Manual for Western Washington (SWMMWW)* and submit as a final stormwater report (TIR) for review and approval.

**MR #1 - Preparation of Stormwater Site Plans:** The preliminary stormwater utility plan was incomplete as the plans did not include the design plans and details for the stormwater treatment and detention structures, flow control manhole, catch basins, the conveyance system.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit a complete set of stormwater plans for review and approval in accordance with CMC 14.02, CDSM, and Ecology’s *2024 SWMMWW* and MR #1.

Staff recommends a condition of approval that prior to engineering plan approval, a note is to be added to the stormwater plans stating that “all components of the onsite stormwater system are to be owned and maintained by the property owner, with right-of-entry granted to the city for inspection purposes.

**MR #2 – Construction Stormwater Pollution Prevention Plan (SWPPP):** The SWPPP was included in the preliminary TIR. The SWPPP is incomplete as it does not include contact information for the Contractor, CESCL, or the plans for erosion and sediment control.

Staff recommends a condition of approval that prior to any land-disturbing activities the applicant should revise and submit an updated SWPPP, that includes the contact information for the Contractor, CESCL, or the plans for erosion and sediment control.

**MR #3 – Source Control of Pollution:** The preliminary TIR addresses the various BMPs required for source control, which are included in Section D of the preliminary TIR.

MR #4 – Preservation of Natural Drainage Systems and Outfalls: The preliminary TIR states that the proposed development will “restore the historic flow path” which had flowed to the north side of NW Goodwin Road which in turn will “maintain and preserve the natural drainage systems”.

MR #5 – On-site Stormwater Management: The preliminary TIR addresses on-site stormwater management in Section E.

MR #6 – Runoff treatment is addressed in Section F of the preliminary TIR. The proposed development consists of approximately 1.13 acres (49,045 sf) total of onsite and offsite improvements. The report states that stormwater runoff from the onsite improvements will be treated with a system of treatment cartridges contained within a treatment vault. The PTIR specifically states that the runoff from roofs, landscape areas, and the frontage improvements “will not be treated as part of the final design”.

The required frontage improvements will result in approximately 0.18 acres (7,660 sf) of new pollution generated surfaces, therefore stormwater runoff from the frontage improvements require treatment for the pollution generated impervious surfaces. Maintenance and ownership of said treatment measures for the frontage improvements are the responsibility of the owner of the proposed development.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit a revised stormwater report (TIR) that addresses both the onsite and the offsite treatment measures for stormwater runoff from all the new and existing pollution generating surfaces, per MR #6.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised stormwater plans that provide for treatment of both the onsite and the offsite stormwater runoff, per MR #6.

MR #7 – Flow Control Analysis and Design is addressed in Section G of the preliminary TIR. Per the preliminary TIR, onsite stormwater runoff will be detained in an underground detention facility. The preliminary TIR does not address the new plus replaced hard surface areas constructed as part of the frontage improvements along NE 13<sup>th</sup> Street.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to revise and resubmit the preliminary stormwater report addressing the new plus replaced hard surface areas constructed with the frontage improvements on NE 13<sup>th</sup> Street, per MR #7.

MR #8 – Wetland Protection is addressed in Section F of the preliminary TIR. Per the report, there appears to be a potential wetland to the south, which is a development site that is currently under construction, there are no wetlands located onsite.

MR #9 – Operation and Maintenance are addressed in Appendix D of the preliminary TIR. Per the report, maintenance of the facilities will be in accordance with the City of Camas *Stormwater Facility Maintenance Manual*. The property owner is responsible for ownership and maintenance of the onsite stormwater system with right-of-entry granted to the city for inspection purposes.

Ecology’s *SWMMWW* requires that a designated concrete washout area (Vol. II, Chap. 3, BMP C154) be constructed on a job site that is provided for washout of concrete trucks and, prior to leaving a job site. This is to ensure that the contaminated washout water is not washed into any storm drains, whether private or public.

Staff recommends a condition of approval that prior to engineering plan approval the applicant is required to provide a location on the engineering plans as a designated concrete washout area during construction of the building.

**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.

There is an existing 12-inch DIP water main on the west side of NW Friberg-Strunk Street. An 8-inch service and a 1-inch water service were stubbed to parcel no. 176148000 for future development improvements. The 8-inch water service is in the southeast corner of the parcel and the 1-inch water service is located approximately 5-feet north of the 8-inch service.

Per the preliminary utility plans submitted on December 4, 2023, show that the applicant is proposing to reduce the 8-inch water service that was stubbed to the parcel to a 6-inch water service to provide for the private onsite water system for the mini-market and carwash; installation of a private fire hydrant to be located between the mini-market and the fueling station; and a dedicated fire line to the mini-market.

The proposed 6-inch water line shows the domestic water service stubbed from the onsite 6-inch water line to provide service to the mini-market and the carwash with a domestic water meter and a double check detector valve assembly on the private side of the meter. As stated in the pre-application notes, an above-ground reduced pressure valve assembly (RPBA) is to be installed behind the water meter and is to be accessible for testing and inspections, both of which are to be located adjacent to the public right-of-way; additionally, the fire line is shown to stubbed to the building from the 6-inch water line, with a double detection check valve (DDCV) vault all of which are to be located adjacent to the public right-of-way.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to revise the water utility plans to include an above-ground reduced pressure valve assembly (RPBA) that is to be installed behind the water meter and is to be accessible for testing and inspections.

Additionally, the preliminary water plans state that there is an existing irrigation meter and double check valve assembly. The applicant is to verify that this is an existing water service only that was stubbed for future development improvements and not the irrigation service for the frontage improvements on NW Friberg-Strunk Street.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to verify that the existing water service referenced as an existing irrigation meter and backflow prevention device is a service stub only for the benefit of the proposed development and not the irrigation service, meter, and backflow prevention device for the landscape improvements along NW Friberg-Strunk Street.

The preliminary landscape plans do not show the location nor size of the proposed irrigation meter on the landscape plans or on the water utility plans. The applicant is required to provide a separate irrigation meter and backflow prevention device. The preliminary water utility plans and the landscape plans are to show the location and size of the irrigation meter and the backflow prevention device.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised water utility and landscape plans for review and approval with the following changes:

- The irrigation meter and backflow prevention device are to be located adjacent to the public right-of-way.
- The water utility and the landscape plans are to include the locations and sizes of both the domestic water meter and the irrigation meter 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.

The Fire Department Connection (FDC) needs to be located within 75-ft of a fire hydrant, per fire code. The fire line location is to be shown on the utility plans for informational purposes only. The fire line plans are required to be submitted to the Fire Marshall's office for issuance of the NFPA24 Fire Main Underground Permit prior to any fire line installation beyond the right-of-way.

Staff recommends a condition of approval that prior to engineering plan approval the applicant is to submit revised onsite water plans that include the proposed location of the fire line, fire hydrant, and the location of the Fire Department Connection (FDC) as the FDC is to be located within 75-ft of a fire hydrant, per fire code.

Staff recommends a condition of approval that prior to engineering plan approval and the applicant is to apply for the required fire permit from the Fire Marshal's Office for this project.

- Plans, specifications, and other information as may be necessary to determine compliance with fire and life safety code and standards shall be submitted with permit.
- The NFPA24 Fire Main Underground Permit is required for fire line installation beyond the right-of-way.
- Contact the Fire Marshal's office at 360-834-6191 for submittal information.
- Fire 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.

All components of the onsite private water system, including the domestic water line; the fire line, including the private fire hydrant; and the irrigation system are to be privately owned and maintained by the property owner.

Staff recommends a condition of approval that prior to engineering plan approval, a note is to be added to the engineering plans, which states 'All private fire hydrants are to be ordered from the factory and painted powder coated red.'

Staff recommends a condition of approval that prior to engineering plan approval, a note is to be added to the engineering plans, which states that the onsite private water system, including the domestic water line; the fire line, including the private fire hydrant; and the irrigation system are to be owned and maintained by the property owner.

**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 applicant submitted preliminary grading plans with the original application and with subsequent preliminary grading and site plans. However, preliminary plans did not include erosion and sediment control plans.

Staff recommends a condition of approval that prior to engineering plan approval the applicant is to submit with the *Civil Construction Application* permit, a set of Erosion Sediment Control (ESC) plans for review and approval.



The total land-disturbing activities for the proposed development consists of approximately 1.13 acres (49,045 sf). The total includes the future onsite development parcel which is approximately 0.95 acres (41,382 sf) and an additional 0.18 acres (7,663 sf) of new plus replaced impervious surface with the required frontage improvements along NE 13<sup>th</sup> Street.

As the proposed development site consists of land-disturbing activities of more than 1 acre, the applicant is required to obtain an *NPDES General Construction Stormwater Permit (GCSWP)*, which is issued by the Washington State Department of Ecology.

Staff recommends a condition of approval that prior to land-disturbing activities the applicant is to submit a copy of the *NPDES General Construction Stormwater Permit (GCSWP)*.

Per CMC 17.21.50.B.3, land-disturbing activities of more than an acre require the applicant 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.

Staff recommends a condition of approval that prior to land-disturbing activities the applicant is to provide an Erosion Control Bond in the amount of 200% of the cost for erosion control measures.

**FINDING:** 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 Utilities]:

Street lighting currently exists along NW Friberg-Strunk Street; however, street lighting does not exist along either side of the NE 13<sup>th</sup> Street frontage improvements.

Staff recommends a condition of approval that prior to engineering plan approval the applicant is to submit for review and approval street lighting plans in accordance with the Camas Design Standards Manual (CDSM), Section III Design Standards for Street Lighting along the NE 13<sup>th</sup> Street frontage improvements.

[Private Utilities]:

The applicant is proposing to install pole mounted lights within the parking lot and wall mounted lights on the building. Lighting is addressed in further detail under the Design Review section of this staff report.

The applicant will be responsible for the operation, ownership, and maintenance of the on-site private stormwater treatment and conveyance system, with right-of-entry granted to the city for inspection purposes and shall be conditioned as such. A note will be added to the stormwater plans prior to engineering plan approval.

The applicant will be responsible for the maintenance of all other on-site private improvements, including but not limited to, the private water and fire line system, the private irrigation system, the private sanitary sewer system, the parking areas, on-site lighting, and landscaping and shall be conditioned as such. Notes will be added to the utility and landscape plans prior to engineering plan approval.

[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, as conditioned, can or will make provisions for adequate maintenance of the private improvements.

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

The applicant is required to extend water and sanitary sewer mains, and construct frontage improvements that include curb and gutter, sidewalk, and planter strip with the frontage improvements on NE 13<sup>th</sup> Street for the proposed development. The city will maintain the existing and proposed public streets improvements, public storm system, public sanitary sewer, and the public water systems located along NW Friberg-Strunk Street and the future improvements on NE 13<sup>th</sup> Street.

The applicant is required to obtain fire and building permits and to perform to the standards of CMC Title 15 Buildings and Construction.

**FINDING:** Staff finds that adequate provisions can or will 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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DESIGN REVIEW (DR23-09)

CMC CHAPTER 18.19

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Design Review is required for new developments within BP - Business Park zones per CMC 18.19.020 therefore the proposed project is subject to the applicable design review standards in CMC 18.19.050.A *Standard Principles*, the guidelines in the Camas Design Review Manual "DRM", and the Business Park *architectural design standards* in CMC 18.37.030.C.

As conditioned, a Design Review Committee (DRC) public meeting will be held prior to engineering plan approval.

**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.**

As previously stated, the proposal must comply with the applicable landscaping standards in CMC Chapter 18.13 Landscaping in addition to the landscaping standards in CMC Chapter 18.37 Business Park. The applicant has focused the planting areas immediately adjacent to the building, at the site's perimeter, within the parking areas. The proposed plant materials indicated on the preliminary landscape plan include a mix of low-maintenance ornamental trees and shrubs. The proposed landscape plan meets the landscaping, screening, and buffering requirements for the parking area, provides for year-round color and texture, and will provide the site with a cohesive design with trees and shrubs that are adapted to the climate of the area and match the surrounding environs.

**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.**

There are no significant natural features on site.

**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 building is approximately 27' 10" tall at the highest point, with the building displaying varying materials that achieve a seamless appearance. A variety of building materials such as fiber cement

panels, CMU Type 1 and 2, and stone veneer will be incorporated into the design. The building will also include an aluminum storefront window system, metal capping and fascia, along with metal roofing and a heavy timber pergola. The west elevation of the building contains articulation to avoid a blank look. This includes areas of cement fiber siding broken up with areas of stone veneer extending to the cornice that ties the building together. The proposed design includes neutral earth toned colors and materials that are consistent with surrounding buildings.

**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:**

**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.**

Onsite parking has been placed towards the interior of the site and landscaping has been utilized to provide screening from the street view. Additionally, a 10-foot L3 landscape buffer has been provided to screen the drive-thru car wash. A 5-foot, L2 landscape buffer is provided along the NE 13<sup>th</sup> Street frontage that will include trees and shrubs to screen the parking adjacent to the roadway.

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

The subject site is relatively flat with vegetation consisting of grass and scattered trees. The preliminary site plan shows the proposed building to be situated in the easterly portion of the site, providing building presence along the street frontages at the intersection of NE 13<sup>th</sup> Street and NE Friberg-Strunk Street.

- 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.**

To help mitigate size and scale differences with existing single-family residences adjacent to the westerly side property line, the building is located on the easterly portion of subject property with a setback of approximately 80-feet and is screened with 15–20-foot landscape buffer.

- 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.**

The proposed development achieves a seamless appearance and cohesive development.

- e. Mixed-use development that places 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 building elevations 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.**

The applicant's narrative indicates that the lighting plan meets the minimum safety standards and outdoor lighting will be shielded to prevent off-site light intrusion to the greatest extent possible. Landscape,

parking lot and/or building lighting shall be directed, hooded, or shielded away from surrounding properties and is conditioned as such.

### **18.37.030 – Architectural design standards.**

#### **C. Building materials.**

- a. A minimum of seventy-five percent of the walls visible to the right-of-way (excluding glass) shall be indigenous such as cedar, wood logs, brick, stone, rusticated block, or comparable modular masonry are preferred. New materials that convey the texture, scale, color and finish similar to these natural products will be considered where appropriate. Large blank walls facing the right of way are prohibited.**

The building's façade is primarily comprised of stone veneer and fiber cement siding. As such, staff finds large blank walls have been avoided using varying materials and a vertical modulated building façade.

- b. Secondary materials such as metal siding may be used as accents and may compose twenty-five percent of the walls visible from the right-of-way (excluding glass).**

Metal accents are proposed via pre-finished metal coping at the top base of the buildings and steel canopies above aluminum storefront entries. Staff finds the proposed metal accents are in compliance with this requirement.

- c. Prefabricated metal buildings or structures are not permitted.**

Prefabricated metal buildings are not permitted, and therefore this criterion is not applicable.

- d. Glare reduction. All glazing must be low-reflective. Given the city's location near airports and within the Pacific Flyway, the use of tinted glass, tilted glass, or other bird-friendly glazing methods (See Exhibit 1) are preferred.**

The architectural elevations do not indicate whether the window glazing is low-reflective and therefore will be conditioned as such.

- e. Use muted earth tone colors for building and roof materials.**
  - i. Bright colors are only appropriate for accents.**
  - ii. A minimum of seventy-five percent of the exterior walls seen from the public right-of-way shall have muted tones.**

The proposed building elevation appears to show muted earth tone colors. Final colors should be reviewed and approved by city staff prior to building permit approval and conditioned as such.

#### **D. Building massing and scale**

- a. Provide a human scale to the primary entrance.**
- b. Express the position of each floor in the external design of the building by changing materials between floors, or use an expression line, or articulate structural elements.**
- c. Avoid large, panelized products or extensive featureless surfaces.**

The proposed building utilizes various building materials and muted colors to avoid the appearance of a large monotonous front facade. The building provides vertical modulations that are articulated by stone veneer, fiber cement siding and metal canopies above the primary entrances to provide a sense of human scale.

#### **E. Roof form. Incorporate at least two of the following features to add architectural articulation:**

- a. A flat roof with a parapet that screens rooftop equipment from view;**
- b. A cornice or molding to define the top of a parapet;**

- c. **Overhanging eaves;**
- d. **Sloping roofs with a minimum pitch of 4:12; and/or**
- e. **Multiple roof planes.**

The building exhibits a vertical modulation on the portion of the building which exhibits a flat roof with a parapet and molding that defines the top of the parapet and therefore complies with this criterion.

- F. 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.**

Staff finds a condition of approval is required that any proposed mechanical equipment greater than 16-inches diameter should be screened from view and less than 16-inches in diameter should be painted or treated to blend with the structure.

- G. Refuses/storage. Refuse areas and service/storage areas are to be located under cover, and/or not visible from the public right-of-way or adjacent properties.**

Trash receptacles and service areas should be screened from the public right-of-way including adjacent properties and conditioned as such.

- H. Fencing heights may exceed those specified at CMC Chapter 18.18-Supplemental Development Standards as follows. A wrought-iron fence, vinyl-coated chain link, masonry, stone, or a combination, may be up to six feet high along the front property line or within the front yard setback.**

The preliminary site plan does not indicate any fencing for the proposed development.

- I. Security fencing shall be compatible with landscaping of the entire site. Evergreen plant material will be located adjacent to security fencing and shall provide a vegetative screen when mature.**

Security fencing, if proposed, should be compatible with landscaping of the entire site and conditioned as such.

- J. Lighting. Lighting shall be directed to the interior of the site and shielded from adjacent properties. Building lighting is to be concealed and indirect.**

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 building permit approval.

**FINDING:** The proposed building design is generally in compliance with the Design Review Manual, the applicable design principles and guidelines of CMC Chapter 18.19 and CMC 18.37.030.C as conditioned.

## **CONCLUSIONS OF LAW**

As conditioned in this staff report, this land development application has the ability to meet the requirements of Title 16 – Environment, Title 17 – Land Development, and Title 18 – Zoning of the Camas Municipal Codes.

## DECISION

The consolidated application (SPRV23-06 and DR23-09) for the 13<sup>th</sup> Street Gas Station is approved based on the applicant's narrative, drawings, and technical reports, except as otherwise clarified or modified through the conditions of approval stated herein.

## CONDITIONS OF APPROVAL

### Standard Conditions:

1. Engineering site improvement plans shall be prepared in accordance with the City of Camas Design Standards Manual (CDSM) and CMC 17.19.040.
2. Per CMC 17.19.040.C.1 and 1.a: All utilities designed to serve the development shall be placed underground. Those utilities to be located beneath paved surfaces, including all service connections, shall be installed prior to application of any surface materials.
3. Installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
4. 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.
5. After the land-use decision is issued, the applicant is to submit the Civil construction plans via the online portal at [www.cityofcamas.us/Permits/Civil Construction Application](http://www.cityofcamas.us/Permits/Civil%20Construction%20Application).
6. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
  - a. Payment of the 1% plan review (PR) fee shall be due prior to the start of the plan review process. Staff will provide the 1% fee amount.
  - b. Payment of the 2% construction inspection (CI) fee shall be due prior to engineering plan approval and release of approved plans to the applicant's consultant. Staff will provide the 2% fee amount.
  - c. Under no circumstances will the applicant be allowed to begin land-disturbing activities prior to engineering plan approval.
7. If applicable, existing wells, septic tank, and septic drain fields shall be decommissioned in accordance with state and county guidelines, per CMC 17.19.020.
8. 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.
9. 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.
10. 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).
11. Fire permit(s) and inspections are required by the Fire Marshal's Office for this project.
  - a. Plans, specifications, and other information as may be necessary to determine compliance with fire and life safety code and standards shall be submitted with permit.

- b. Contact the Fire Marshal's office at 360-834-6191 for submittal information.
12. Fire 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.
13. A building permit shall be required prior to commencement of construction of a building structure.
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. Prior to final acceptance, the applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil, prior to issuance of Final Acceptance from CDEV Engineering.
16. As a component for final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
  - a. The as-built cover sheet is to be the originally approved cover sheet signed by the City Engineer.
  - b. As-builts are to be submitted as PDFs.
  - c. As-builts are to be submitted in either AutoCad or Carlson formats.
17. Per CMC 17.21.050.B.2 and prior to final acceptance a 2-year warranty maintenance bond is to be submitted for all public improvements.
  - a. Per CMC 17.21.070.A Upon final acceptance of the development improvements the two-year (2) warranty bond commences.
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 have been completed, submitted, reviewed, and approved by the city.
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, 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:**

#### **Prior to Engineering Plan Approval:**

Planning:

22. The applicant shall comply with the following SEPA23-12 conditions, including Department of Ecology, Southwest Clean Air Agency, and Washington Department of Fish and Wildlife:
  - Department of Ecology
    - a. Review "Dangerous Waste Rules for Demolition, Construction and Renovation Wastes" posted on Ecology's website.
    - b. Perform one or more site visits that coincide with the normal wet portion of the growing season to ensure absence of wetland indicators.
  - Southwest Clean Air Agency
    - c. Prior to demolition, a thorough asbestos inspection must be conducted by an AHERA-certified inspector in order to determine the presence of asbestos containing materials. A copy of the asbestos inspection report must be posted for viewing at the project site.

- d. Comply with Construction Dust General Regulations for Air Pollution Sources.
  - e. Comply with Registration, Notification, and Permitting of Air Pollution Sources. The proposed project will likely require an ADP from Southwest Clean Air Agency. Contact Agency permitting engineer at 360-574-3058 to discuss project, equipment requirements, and need to obtain ADP before dispensing gasoline.
- Washington Department of Fish & Wildlife
    - f. Comply with WDFW's "Washington's Priority Habitats: Best Management Practices for Mitigating Impacts to Oregon White Oak Priority Habitat" with an updated mitigation plan that aligns with adopted guidance document.
23. Prior to Engineering Plan approval, the project is required to go through Design Review Committee for review and input.
24. Prior to Engineering Plan approval, a final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC 18.13 shall be submitted to the city for review and approval to include the following but not limited to:
- a. Lawns, if proposed, shall consist of drought-tolerant grasses per CMC 18.37.040.G.
  - b. The planting legend shall identify the 15-gallon container size for the deciduous trees consistent with CMC 18.13.050.C.2.
  - c. Parking lot planter islands shall comply with the minimum 8'x 8' planter area requirement.
  - d. Wheel stops shall be installed adjacent to planter areas per CMC 18.13.060.F, including installation of wheel stops adjacent to sidewalks to allow for a clear pedestrian pathway and to protect pedestrians from car overhangs.
  - e. The final landscape plan shall provide a minimum of 19 total tree units for the proposed project and in compliance with CMC 18.13.051(A) Table 1.
  - f. Street trees within the right of way shall not be removed without City review and approval and mitigation may be required at the discretion of the City.
  - g. The planting specifications and landscape notes in the Camas Design Manual shall be included on the final landscape plan.
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. Trash receptacles and service areas shall be screened from the public right-of-way including adjacent properties and shown on the final engineering plans.

Engineering:

[Roads]

27. The applicant is to submit site plans with the following revisions:
- a. Maintain, at a minimum, the existing westbound thru-lane width.
  - b. Provide a dedicated left turn lane onto the site.
  - c. Maintain the eastbound thru-lane and eastbound bike lane.
  - d. Maintain the dedicated right-turn lane onto NW Friberg-Strunk Street.
  - e. The future sidewalk along the frontage is to be a detached sidewalk with planter strip and curb & gutter from the end of the existing curb return and extended the full length of the future frontage to the west end of Parcel no. 176148000.



- f. The drive access width is to be reduced to a maximum width of 40-feet for personal motorist access, with mountable curb and a concrete island on either side of the drive access to allow for truck accessibility. ADA access must be maintained across the entire driveway opening.
  - g. A full-depth road section is required from the northside of the left-turn lane to the face of curb along the frontage improvements.
28. The applicant is to dedicate sufficient right-of-way to construct the following improvements:
- a. The dedicated left-turn lane, the eastbound thru-lane, the eastbound bike lane, the dedicated right-turn lane onto NW Friberg-Strunk Street, curb & gutter, minimum 6-foot-wide planter strip, and 6-foot-wide detached sidewalk.
29. The site plans for the proposed development are to be revised and resubmitted with the dedicated left-turn lane into the site as a requirement for support of the deviation request from the minimum access spacing standards on an arterial from the city engineer.

[Transportation]

30. The applicant is to add the following notes to the site plans:
- a. Fueling trucks and delivery trucks are restricted to the hours between 7:00 PM and 7:00 AM.
  - b. Fueling trucks are restricted to right-in/right-out movements from and onto NE 13<sup>th</sup> Street when exiting the site.
31. The applicant is to submit a signing and striping plan for onsite, including the driveway ingress and egress lanes; and offsite, including for the dedicated left-turn lane into the site, the dedicated right-turn only lane onto NW Friberg-Strunk, the eastbound through lane, and the dedicated through bike lane.

[Sanitary Sewage]

32. The applicant is to submit to the City for review and approval, the design, specifications, and sizing calculations for the proposed STEP tank and oil/water separator. The design for the oil/water separator is to include H-25 traffic-rated lids.
33. A note is to be added to the engineering plans stating that all components of the onsite private sanitary sewer system, including but not limited to the STEP tank, the sanitary catch basins, and the oil/water separator shall be privately owned and maintained by the property owners, with a right-of-entry granted to the city for inspection purposes.

[Stormwater]

34. The applicant is to revise the preliminary stormwater report in accordance with the *2024 Stormwater Maintenance Manual for Western Washington (SWMMWW)* and submit as a final stormwater report (TIR) for review and approval.
35. The applicant is to submit a complete set of stormwater plans for review and approval in accordance with CMC 14.02, CDSM, and Ecology's *2024 SWMMWW*, per MR #1.
36. A note is to be added to the stormwater plans stating that "all components of the onsite stormwater system are to be owned and maintained by the property owner, with right-of-entry granted to the city for inspection purposes.
37. The applicant is to submit a revised stormwater report (TIR) that addresses both the onsite and the offsite treatment measures for stormwater runoff from all the new and existing pollution generating surfaces, per MR #6.

38. Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit revised stormwater plans that provide for treatment of both the onsite and the offsite stormwater runoff, per MR #6.
39. The applicant is to revise and resubmit the preliminary stormwater report addressing the new plus replaced hard surface areas constructed with the frontage improvements on NE 13<sup>th</sup> Street, per MR #7
40. The applicant is required to provide a location on the engineering plans as a designated concrete washout area during construction of the building.

[Water]

41. The applicant is to revise the water utility plans to include an above-ground reduced pressure valve assembly (RPBA) that is to be installed behind the water meter and is to be accessible for testing and inspections.
42. The applicant is to verify that the existing water service referenced as an existing irrigation meter and backflow prevention device is a service stub only for the benefit of the proposed development and not the irrigation service, meter, and backflow prevention device for the landscape improvements along NW Friberg-Strunk Street.
43. The applicant is to submit revised onsite water plans for review and approval with the following revisions:
  - a. The irrigation meter and backflow prevention device are to be located adjacent to the public right-of-way.
  - b. The water utility and the landscape plans are to include the locations and sizes of both the domestic water meter and the irrigation meter with backflow prevention devices.
44. The applicant is to submit revised onsite water plans that include the proposed location of the fire line, fire hydrant, and the location of the Fire Department Connection (FDC) as the FDC is to be located within 75-ft of a fire hydrant, per fire code.
45. Fire permit(s) and inspections are required by the Fire Marshal's Office for this project.
  - a. Plans, specifications, and other information as may be necessary to determine compliance with fire and life safety code and standards shall be submitted with permit.
  - b. The NFPA24 Fire Main Underground Permit is required for fire line installation beyond the right-of-way.
  - c. Contact the Fire Marshal's office at 360-834-6191 for submittal information.
  - d. Fire 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.
46. A note is to be added to the engineering plans, which states 'All private fire hydrants are to be ordered from the factory and painted powder coated red.'
47. A note is to be added to the engineering plans, which states that the onsite private water system, including the domestic water line; the fire line, including private fire hydrant; and the irrigation system are to be owned and maintained by the property owner.

[Erosion Control]

48. The applicant is to submit with the *Civil Construction Application* permit, a set of Erosion Sediment Control (ESC) plans for review and approval.

[Public Utilities]

49. The applicant is to submit for review and approval street lighting plans in accordance with the Camas Design Standards Manual (CDSM), Section III Design Standards for Street Lighting along the NE 13<sup>th</sup> Street frontage improvements.

[Private Utilities]:

50. A note will be added to the stormwater plans stating that the applicant will be responsible for the operation and maintenance of the on-site private stormwater treatment and conveyance system with a right-of-entry granted to the city for inspection purposes.
51. Notes will be added to the utility and landscape plans stating that the applicant will be responsible for the maintenance of all other on-site private improvements, including but not limited to, the private water and fire line system, the private irrigation system, the private sanitary sewer system, the parking areas, lighting, and landscaping.

Prior to Any Land-disturbing Activities:

Engineering:

52. The applicant is to revise and submit an updated SWPPP, that includes the contact information for the Contractor, CESCL, or the plans for erosion and sediment control, per MR #2.
53. The applicant is to provide copies of Ecology's NPDES General Construction Stormwater Permit (GCSWP) and the Erosion and Sedimentation Control (ESC) bond, prior to any land-disturbing activities.
54. The applicant is to provide an Erosion Control Bond in the amount of 200% of the cost for erosion control measures.

Prior to Final Acceptance:

Planning:

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

Engineering:

56. Prior to final acceptance, the applicant is to verify that the vision clearance / site distance triangle requirements have been met.
57. Prior to final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
- a. As-builts are to be submitted in PDF format.
  - b. As-builts are to be submitted in either AutoCad or Carlson formats.
  - c. The originally approved and signed cover sheet is to be included with the as-builts.
58. Prior to final acceptance the 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A.

Prior to Building Permit Approval:

Planning:

59. Prior to building permit approval, all window glazing shall be low-reflective and noted on the architectural elevations.
60. Any proposed mechanical equipment greater than 16-inches diameter shall be screened from view and less than 16-inches in diameter shall be painted or treated to blend with the structure.

61. Prior to Building Permit approval, lighting specifications shall be provided for city review and approval. Landscape, parking lot and/or building lighting shall be directed, hooded, or shielded away from surrounding properties.
62. Building materials shall be in conformance with the design review approval. Building colors shall be reviewed and approved by the City prior to building permit approval.

Engineering:

63. Prior to Building Permit approval, the applicant is to pay the applicable City of Camas Transportation Impact Fee (TIF) amount during the year the building permit is submitted \* 81 PM Peak Hour Trips.
64. Prior to Building Permit approval, the applicant is to provide the City of Camas Building Dept. verification of payment of the proportionate share fees, in the amount of \$153,050.00, to the City of Vancouver.
65. Per CMC 18.18.080, This decision will expire 2-years from date of issuance if construction on the project has not commenced.

DATED this 16<sup>th</sup> Day of September 2024



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Yvette Sennewald, Senior Planner