

**BEFORE THE LAND USE HEARINGS EXAMINER
FOR THE CITY OF CAMAS, WASHINGTON**

Regarding an application by Paul Williams to construct an indoor/outdoor eating area with food carts, drive-thru coffee shop, and a 12,574 square foot commercial building at NW Lake Road and NW Friberg-Strunk Street, in the City of Camas, Washington)**FINAL ORDER**
) **CUP22-01**
) **(Oak Tree Station)**

A. SUMMARY

1. The applicant, Paul Williams, requests conditional use, site plan review, design review, and SEPA to construct and operate an indoor/outdoor eating area with food carts, a drive-thru coffee shop, and a 12,574 square foot commercial building on a 3.95-acre parcel located at the northeast corner of the intersection of NW Lake Road and NW Friberg-Strunk Street, known as Parcel Number 176162-000.

2. The site and properties to the north are zoned CC (Community Commercial). Properties to the east are zoned BP (Business Park). Properties to the southeast, across NW Lake Road, are zoned LI/B (Light Industrial/Business Park). Properties southwest, across NW Lake Road, are zoned R-2 (Low density residential, two lots per acre). Properties to the west, across NW Friberg-Strunk Street, are located in the City of Vancouver and zoned GC (General Commercial).

3. Additional basic facts about the site and surrounding land and applicable approval standards are provided in the Staff Report to the Hearing Examiner dated December 7, 2022 (the "Staff Report").

4. City of Camas Hearing Examiner Joe Turner (the "examiner") conducted a public hearing to receive testimony and evidence about the application. City staff recommended the examiner approve the application subject to conditions set out in the Staff Report. The applicant accepted those findings and conditions with certain exceptions. One person testified in writing with concerns about the safety of high school students crossing NW Friberg-Strunk Street. (Exhibit 45). Contested issues in the case include:

- a. Whether traffic generated by the proposed development will exceed the capacity of area streets or create a hazard;
- b. Whether the proposed development will encourage high school students to jaywalk across NW Friberg-Strunk Street;
- c. Whether the Staff Report lists the correct size of the site;
- d. Whether the City defer approval authority regarding drive aisle widths to the local solid waste provider;
- e. Whether on-site landscaping is subject to the City's Landscape list and Design Manual;

f. Whether the applicant can construct off-site stormwater facilities on the adjacent City owned property; and

g. Whether the City has the authority to regulate on-site pedestrian crossings.

5. Based on the findings provided or incorporated herein, the examiner approves the application subject to the conditions at the end of this final order.

B. HEARING AND RECORD HIGHLIGHTS

1. The examiner received testimony at a public hearing about this application on December 14, 2022. All exhibits and records of testimony are filed at the City of Camas. At the beginning of the hearing, the examiner described how the hearing would be conducted and how interested persons could participate. The examiner disclaimed any *ex parte* contacts, bias, or conflicts of interest. The following is a summary by the examiner of selected testimony and evidence offered at the public hearing.

2. City planner Madeline Sutherland summarized the Staff Report.

a. She noted that there is a wetland on the site, but it is exempt from regulation due to its small size. The applicant proposed to fill the wetland.

b. She requested the examiner delete condition of approval 42 of the Staff Report, limiting the hours of operation of the facility.¹ As discussed in Exhibit 44, that condition was based on an earlier version of the applicant's traffic study that did not address peak hour traffic.

3. Attorney Jamie Howsley appeared on behalf of the applicant and raised the following issues.

a. Although the on-site wetland is exempt from regulation by the City, the Washington Department of Ecology ("ECY") and U.S. Army Corps of Engineers (the "Corps") will require mitigation for filling the wetland. The applicant will mitigate for these impacts by purchasing credits at the Terrace Mitigation Bank.

b. There is a limited amount of data regarding traffic generation by food carts. The Institute of Traffic Engineers ("ITE") trip generation manual is limited to four studies. This facility, located across the street from a high school, is likely to generate a higher number of pass-by trips. He requested the examiner hold the record open to allow the applicant the opportunity to submit additional evidence on that issue.

c. He requested the examiner modify condition 28 of the Staff Report to read "Except as specifically allowed by an arborist report, the development shall not encroach into the 'Tree Protection Zone' and shall follow the recommendations listed in

¹ The examiner deleted certain conditions as requested by staff and the applicant. Therefore, the condition numbers in this Final Order vary from the condition numbers in the Staff Report.

the Arborist Report by Certified Arborist Consultations dated March 19, 2022, to ensure the survival of the Oregon White Oak.”

d. There are marked crosswalks and traffic signals at the intersection of Lake Road and NW Friberg-Strunk Street which will provide a safe pedestrian crossing for students at the adjacent Union High School who wish to patronize this facility. The hazard of mid-block pedestrian crossings are obvious and there is no need to install barriers to prevent such crossings.

4. At the end of the hearing the examiner held the record open for three weeks, until January 4, 2023, to allow all parties the opportunity to submit new testimony and evidence, for an additional two weeks, until January 17, 2023, to allow all parties an opportunity to respond to the new evidence, and for a final week, until January 24, 2023, to allow the applicant to submit a final written argument. The record in this case closed at 5:00 p.m. on January 24, 2023. The following exhibits were submitted during the open record period:

- a. A letter from Mr. Howsley dated January 3, 2023 (Exhibit 46);
- b. A revised traffic impact study dated January 3, 2023 (Exhibit 47);
- c. City staff’s January 17, 2023, response to the revised traffic impact study (Exhibit 48); and
- d. Mr. Howsley’s final argument (Exhibit 49).

C. DISCUSSION

1. City staff recommended approval of the application, based on the affirmative findings in the Staff Report. The applicant accepted those findings with certain exceptions.

2. The examiner concludes that the affirmative findings in the Staff Report show that the proposed use does or can comply with the applicable standards for approval of a conditional use permit, site plan review, design review, and SEPA. The examiner adopts the affirmative findings in the Staff Report as his own, except to the extent they are inconsistent with the following findings.

3. The applicant submitted a revised traffic study addressing most of the issues raised in the Staff Report (Exhibit 47). Staff generally concur with the revised traffic study and concluded that traffic from this development will not require off-site improvements, with the exception of proportional share contributions towards intersection improvements in the City of Vancouver. Staff concluded that any remaining issues can be addressed during the final engineering review process. There is no substantial evidence to the contrary. Therefore, conditions of approval 43 and 45 of the Staff Report can be deleted.

4. The examiner finds that the proposed development will not encourage unsafe pedestrian crossings of NW Friberg-Strunk Street. As area resident Karin Nosrati noted, Camas Union High School is located across NW Friberg-Strunk Street from the site and students from the school are likely to patronize the site during lunch and after school hours. (Exhibit 45). The applicant appears to agree that many students from the school will patronize this use. (Exhibit 46). The high school's driveway aligns with Dwyer Creek Drive, a stub street abutting the north boundary of the storage facility north of the site. The junction of Dwyer Creek Drive and NW Friberg-Strunk Street is an "intersection area" as defined by RCW 46.04.220. This intersection area is also an unmarked "crosswalk" as defined by RCW 46.04.160, where pedestrians may legally cross the street and WAC 132E-16-040(1) requires that oncoming drivers stop for such pedestrians. The examiner finds that this crosswalk provides a safe crossing for students to access the site.

5. Mr. Howsley argued that the site contains 3.59-acres, not 3.95-acres as listed on pages 16 and 19 of the Staff Report (page 2 of the Staff Report indicates that the site contains 3.59-acres). However, the Clark County GIS website and the applicant's plan sheets all identify the site as 3.95-acres (See pages 1, 4, and 6 of Exhibit 7). Mr. Howsley failed to provide any evidence to support his assertion that the site contains is 3.59-acres of area.

6. The applicant objects to condition 51 of the Staff Report, which requires garbage and recycling provider approval of drive aisle widths adjacent to the trash enclosures. The examiner agrees that the City has no authority to delegate approval of the drive aisle width to the service providers. CMC 13.80.050.C(2) authorizes the public works director or duly appointed designee to approve the location of solid waste and recycling containers, considering "[t]he standards of this section and accessibility to city disposal trucks." However, there is nothing to prohibit the public works director or designee from consulting with the service providers on this issue. Condition of approval 51 of the Staff Report should be modified to that effect.

7. Condition 49 of the Staff Report requires that all landscape plants on the site be consistent with "[t]he approved City's Landscape list and the Camas Design Manual planting specifications and landscape notes." The examiner finds, based on the text of CMC 18.13.050.D, that the species, size, and spacing requirements of the Design Standards Manual only apply to street trees required as part of the frontage improvements. This standard does not apply to landscaping outside of the public right-of-way.

a. The "Plant Materials" section of the Design Standards is not limited to street trees. However, the Code does not require compliance with this section of the Design Standards. CMC 18.13.050.D is the only Code section that references the Design Standards and it is expressly limited to street trees.

b. However, landscaping outside of the public right-of-way is required to comply with the remainder of CMC 18.13.050, including CMC 18.13.050.B which requires that "Landscaping and trees shall be selected and located to deter sound, filter air contaminants, curtail erosion, minimize stormwater run-off, contribute to living privacy,

reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character” and CMC 18.13.050.C which requires “[a] minimum of sixty percent native vegetation (or adapted to northwest climate), or drought-tolerant vegetation, and fifty percent evergreen.” For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval to demonstrate compliance with these requirements. Condition 49 of the Staff Report should be modified to that effect.

8. Based on the topographic maps in the record, stormwater falling on the site currently sheet flows east, downhill, towards the adjacent City owned property. The applicant proposed to maintain this existing stormwater flow pattern, collecting and detaining stormwater runoff from the site prior to discharging it to the east at less than predevelopment rates, replicating existing conditions. However, absent express permission from the City, the applicant has no right to enter the adjacent City owned property to construct stormwater facilities. All stormwater treatment, detention, discharge, and dispersal must occur on the site, unless the City approves improvements in the public rights of way or on its property to the east. Condition 61 of the Staff Report should be modified to that effect.

9. Page 21 of the Staff Report recommends that pedestrian crossings within the site be constructed of “[a] concrete or distinct material that clearly defines the pedestrian connections to be provided...” The Staff Report does not include a condition of approval regulating the design of such on-site pedestrian connections and the examiner is unable to find anything in the Code that regulates pedestrian connections within a private development. Therefore, the examiner will treat the “Pedestrian Connection” finding on page 21 of the Staff Report as a recommendation, not a condition that the applicant is required to follow.

D. CONCLUSION

Based on the above findings and discussion provided or incorporated herein, the examiner concludes that CUP22-01 (Oak Tree Station) should be approved, because it does or can comply with the applicable standards of the Camas Municipal Code and the Revised Code of the State of Washington.

E. DECISION

Based on the findings, discussion, and conclusions provided or incorporated herein and the public record in this case, the examiner hereby approves CUP22-01 (Oak Tree Station).

STANDARD CONDITIONS OF APPROVAL:

1. Final engineering site improvement plans shall be prepared in accordance with the Camas Design Standards Manual (CDSM) and CMC 17.19.040.
 - a. Per CMC 17.19.040.C.a: All utilities designed to serve the development shall be placed underground. Those utilities to be located beneath paved surfaces, including all service connections, shall be installed prior to application of any surface materials.

2. Installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
3. The engineering site plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Community Development (CDEV) Engineering Department for review and approval. Submittal requirements for first review are as follows:
 - a. Final engineering civil site improvement plans are not to be submitted until after Planning issues the land-use decision.
 - b. Submit four (4) full size sets and one (1) half size set of plans;
 - c. One (1) PDF copy of final (TIR) stormwater report;
 - d. Stamped preliminary engineer's estimate.
4. Community Development (CDEV) Engineering is responsible for plan review (PR) and construction inspection (CI) of all the civil site improvements outside of building footprints.
5. CDEV shall collect a total three-percent plan review and construction inspection (PR&CI) fee for the proposed development outside of the building footprints.
 - a. The three-percent fee is based on a stamped engineer's estimate.
 - b. A preliminary engineer's estimate is to be submitted prior to or with first review.
 - c. Payment of the one-percent plan review (PR) fee is to be paid prior to first review.
 - d. Payment of the two-percent construction inspection (CI) fee is to be paid prior to release of approved construction drawings by CDEV Engineering Department.
 - e. Plans, profiles, and structural calculations for retaining walls over 4-feet in height are to be submitted to engineering for review and approval.
 - f. Under no circumstances will the applicant be permitted to begin construction or any land-disturbing activities prior to final engineering plan approval.
6. Per CMC 17.21.030, prior to any land-disturbing activities of an acre or more, the applicant shall submit:
 - a. A copy of the NPDES General Construction Stormwater Permit (GCSWP), which is issued by the Washington State Department of Ecology;
 - b. A copy of the Stormwater Pollution Prevention Plan (SWPPP), which is required as a component of the NPDES GCSWP permit.
7. Per CMC 14.06.200, prior to commencing any land-disturbing activities of more than an acre, the applicant shall submit an Erosion Control Bond in the amount of 200-percent of the cost for erosion control measures.
8. Prior to construction, temporary fencing shall be installed that clearly marks in the field the critical area buffers and shall remain throughout permitted construction activities.

9. If applicable, existing wells and septic tanks and septic drain fields shall be decommissioned in accordance with State and County guidelines per CMC 17.19.020(A3).
10. In the event that any item of archaeological interest is uncovered during the course of a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and Department of Archaeology and Historic Preservation (DAHP).
11. A separate new construction permit shall be required from the Fire Marshal's office. Two sets of plan specifications, and other information as may be necessary to determine compliance with fire and life safety code and standards shall be submitted to the Fire Marshal's office.
12. Permit(s) and inspections are required by the Fire Marshal's Office for this project. Please contact the Fire Marshal's office at 360-834-6191, or rmiller@ci.camas.wa.us for submittal information. Permit forms and submittal instructions are available online or can be picked up at the Fire Marshal's office at 605 NE 3rd Avenue.
13. A building permit shall be required prior to commencement of construction of any structures.
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. 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.
16. Final Acceptance is issued by the Community Development Engineering Department.
17. 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.
18. Prior to Final Acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
19. As-builts are to be submitted as PDFs and in either AutoCAD or Carlson formats. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.
20. Per CMC 17.21.070.E A letter of Final Acceptance will be issued once all items listed in 17.21.070.B-C are completed.
21. 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.
22. The applicant will be responsible for maintenance of all on-site private improvements, including but not limited to the private stormwater system; the private water and fire line system; the private sanitary sewer system, including

- STEP tanks; the parking areas; pedestrian pathways; any retaining walls; and onsite fencing, lighting, and landscaping.
23. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three (3) years after issuance of Certificate of Occupancy. If plantings fail to survive, the property owner shall promptly replace them.
 24. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting, and traffic control markers for the proposed development.
 25. Work within the city right-of-way (ROW) will require submittal and approval of a traffic control plan (TCP) prior to start of any work.
 26. Regulations for installation of public improvements, improvement agreements, bonding, final platting, and final acceptance can be found at CMC 17.21.
 27. The applicant will be responsible for ensuring that private utilities; underground power, telephone, gas, CATV, interior street/parking lighting, and associated appurtenances are installed.

SPECIAL CONDITIONS OF APPROVAL:

Planning:

28. Except as specifically allowed by an arborist report, the development shall not encroach into the 'Tree Protection Zone' and shall follow the recommendations listed in the Arborist Report by Certified Arborist Consultations dated March 19, 2022, to ensure the survival of the Oregon White Oak.
29. A conservation covenant shall be recorded with the County to ensure the long-term preservation of the Oregon White Oak
30. Any existing off-site trees should not be removed if proposed without permission from the property owner.
31. Street trees shall be planted every 30 linear feet within the existing planter strips where there are missing trees and shall comply with the City's Street Tree Manual.
32. The five-foot L1 landscape buffer along the northern property line must include high and low shrubs.
33. Watering system shall maintain the proposed landscaping for a period to ensure that plants are well established.
34. A parking lot planter strip shall be provided every 15 spaces and be landscaped in accordance with CMC 18.13.060. Wheel stops are required adjacent to planter areas to protect landscaping from car overhangs per CMC 18.13.060.F.
35. Landscape, parking and building lighting shall be low voltage, non-glare, and indirect lighting is directed, hooded, or shielded away from neighboring properties.
36. If additional signage is proposed, additional approval per CMC 18.15 is required prior to receiving building permit approval for the sign. Signs located on

buildings or incorporated into the landscaping are unobtrusive and vandal resistant.

37. Examples of the perimeter fencing and outdoor furniture samples at the food cart station shall be submitted to the city for approval.
38. Street lighting (poles, lamps) is substantially similar or architecturally more significant than other street lighting existing on the same street and do not conflict with any City approved street lighting plans for the street.
39. Lighting is incorporated into the landscape and illuminates the quality of the natural environment. Street light poles and lamps shall be compatible with other nearby lighting on the same street.
40. If retaining walls are proposed, they must meet CMC 18.17.060.
41. Future uses within the commercial space shall include only the permitted uses in CMC 18.07.030 Table 1.

Prior to Final Engineering Plan Submittal:

42. Based on the revised traffic report dated January 3, 2023, the applicant shall provide documentation on how the pass-by percentage of 43-percent was determined for the food carts.
43. The applicant shall submit a revised copy of the January 3, 2023, TIA (Exhibit 47) to correct the scrivener error on page 6, Table 4, to read “Table 4 – ‘2027 With Project Levels of Service’”.

Prior to Final Engineering Plan Approval:

Planning:

44. The applicant will be required to obtain a Nationwide permit from the US Army Corps of Engineers.
45. A mitigation plan is required per CMC 16.51.180 and shall be submitted prior to engineering plan approval.
46. The applicant shall submit to the city for review and approval a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13. Plants utilized within the right-of-way will need to be per the approved City’s Landscape list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping improvements should be installed or bonded for prior to final acceptance.
47. Temporary construction fencing is required prior to construction around the Oregon White Oak Tree Protection Zone and shall remain throughout permitted construction activities.

Engineering:

48. The locations of trash enclosures and the minimum drive aisle widths, shown as 24-feet, where adjacent to the trash enclosures shall be approved by the public

works director to ensure that city disposal trucks have adequate access to the solid waste and recycling containers.

[Roads]

49. The site plans shall be revised with the following revisions to the NW Lake Road drive access:
 - a. The drive access is to be restricted to a right-in/right-out access only and signed accordingly.
 - b. The drive access is to be a minimum 24-foot wide paved access width.
 - c. The curb radii is to be a minimum of 35-feet on each side of the drive access.
50. The site plans are to be revised to show removal and replacement of those segments of sidewalks along NW Lake Road and NW Friberg-Strunk Street that are worn, damaged, and less than five-feet in width with ADA compliant six-foot wide sidewalks.

[Transportation]

51. The site plans and the landscape plans are to include the minimum 400-foot site distance triangle at the drive access location on NW Friberg-Strunk Street.
52. The site plans and the landscape plans are to include the site distance triangles at both drive access locations on NW Lake Road.
53. A note shall be added to the final landscaping plans stating that the applicant is required to maintain all vegetation at a height not to exceed 42-inches within the site distance triangle as shown on the site plans and the landscape plans.

[Sanitary Sewage]

54. The applicant shall be required to submit sanitary sewer utility plans with the following revisions to the private onsite sanitary sewer system:
 - a. The locations of each of the STEP tanks are to be accessible for maintenance and inspections.
 - b. STEP tanks located within paved surfaces are to be designed with traffic rated access lids.
 - c. The applicant is responsible for sizing of the STEP tanks for the future uses. Specifications, design, and calculations for sizing the STEP tanks for each of the proposed uses, are to be submitted for to the city review and approval prior to installation.
55. A note is to be added to the sanitary sewer utility plans stating, "All components of the onsite private sanitary sewer system, including the STEP tanks shall be privately owned and maintained by the property owners, with a right-of-entry granted to the city for inspection purposes.

[Stormwater]

56. The preliminary March TIR shall be revised and resubmitted for approval, clearly addressing the increase in impervious surface, both pollution generating and non-pollution generating, and the decrease in pervious surface.

57. The preliminary March TIR be revised and resubmitted verifying that MR's #1 - #9 are still being met with the increase in impervious surface, both pollution generating and non-pollution generating, and the decrease in pervious surface. Additionally, MRs #9 is to be addressed in the revised TIR.
58. The stormwater plans are to be submitted for approval with the collection and conveyance system, treatment and detention system, and proposed dispersion system located, in its entirety, on the site of the proposed development, unless otherwise approved by the City. Dispersal to the stormwater conveyance system in NW Lake Road is not approved.
59. A note is to be added to the stormwater plans that states, "All components of the onsite stormwater system shall be owned and maintained by the applicant/property owner, with right-of-entry granted to the city for inspections purposes."

[Water]

60. The applicant shall be required to submit revised onsite water utility plans for review and approval with the following changes:
 - a. An above-ground RPBA, is to be located behind the water meter and is to be accessible for inspections and testing.
61. The water utility plans and the landscape plans are to be submitted with the location and size of the irrigation meter and backflow prevention device.
62. The applicant shall be required to submit water utility plans with the following revisions to the fire line water system:
 - a. A note is to be added to the water utility plans stating that "all components of the onsite private water system and fire line, including fire hydrants shall be privately owned and maintained by the property owners with right-of-entry granted to the city for inspection purposes."
 - b. A note is to be added to the water utility plans stating that "all private fire hydrants are to be ordered direct from the factory and factory painted powder coated red."

[Erosion Control]

63. The applicant is required to submit a set of erosion and sediment control (ESC) plans addressing the onsite land-disturbing activities for review and approval.

Fire Marshal:

64. The applicant shall be required to provide a design for a 'No Parking and Towing' sign for review and approval.
 - a. Said sign is to include contact information for a towing company.
 - b. The applicant shall be required to install the 'No Parking and Towing' signs prior to final acceptance.

Prior to Land-Disturbing Activities:

65. The NPDES GCSWP permit, an electronic copy of the SWPPP, and the Erosion and Sediment Control bond are to be submitted to the city.

Prior to Final Acceptance:

Planning:

66. Irrigation and landscaping should be installed or bonded for prior to final acceptance.

Engineering:

67. The applicant is required to provide a design for a 'No Parking and Towing' sign for review and approval.
- a. Said sign is to include contact information for a towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.
 - b. The applicant shall be required to install the 'No Parking and Towing' signs prior to final acceptance.
68. 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.
69. Final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
- a. As-builts are to be submitted as PDFs and in either AutoCAD or Carlson formats. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.
70. The two-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A Upon final acceptance of the development improvements a two-year (2) warranty bond commences.

Prior to Building Permit Approval:

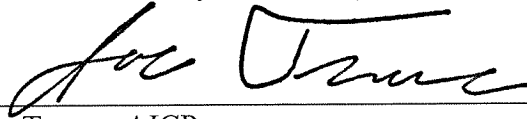
71. Prior to building permit issuance, the applicant shall be required to pay the proportionate share amount of \$ \$32,150.00 to the City of Vancouver and to provide Camas staff with documentation of payment of said proportionate share amount.

Prior to Final Occupancy:

Planning:

72. Detailed construction plans for any new building signage shall be submitted for city review and approval.
73. Unless construction of site improvements commences within two (2) years of issuance of this decision, this permit will expire.

DATED this 6 day of February 2023.

A handwritten signature in black ink, appearing to read "Joe Turner", is written over a horizontal line.

Joe Turner, AICP

City of Camas Land Use Hearings Examiner