



STAFF REPORT

Oak Tree Station

File No. CUP22-01

(Consolidated files: SPRV22-03, DR22-03, and SEPA22-09)

Report Date: December 7, 2022

TO	Hearings Examiner	HEARING DATE	December 14, 2022
PROPOSAL	To construct an indoor/outdoor eating area with food carts, a drive-thru coffee shop, and a 12,574 square foot commercial building.		
LOCATION	The site is located at the corner of NW Lake Road and NW Friberg-Strunk Street in the SE ¼ of Section 29 Township 2 North, Range 3 East, Camas, WA, Parcel Number: 176162000.		
APPLICANT/ CONTACT	Paul Williams 6168 NE HWY 99 Vancouver, WA 98665	OWNER	Rob Kyne 3239 NW Hood Ct Camas, WA 98607
APPLICATION SUBMITTED	March 11, 2022	APPLICATION COMPLETE	June 8, 2022
SEPA	The City issued a SEPA Mitigated Determination of Non-significance (MDNS) on August 25, 2022, with a comment period ending on September 8, 2022. The SEPA MDNS was mailed to property owners and published in the Post Record on August 25, 2022. Legal publication #718310.		
PUBLIC NOTICES	A Notice of Application was mailed to property owners within 300 feet of the site and published in the Post Record on July 7, 2022. Legal publication #703980. A Notice of Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on August 18, 2022. Legal publication #716580. A Notice of Canceled Public Hearing was mailed to property owners within 300 feet of the site on September 1, 2022. A Notice of Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on November 24, 2022. Legal publication #758160.		

APPLICABLE LAW: The application was submitted on March 11, 2022, and the applicable codes are those codes that were in effect at the date of the application's first submittal. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18 Zoning.

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SUMMARY

An application has been made to the City of Camas for conditional use permit approval for an indoor/outdoor eating area with food carts, a drive-thru coffee shop, and a 12,574 square foot commercial building on 3.59 acres zoned Community Commercial (CC). The site is relatively flat, with a small Category IV Wetland. There is one large Oregon White Oak in the center of the parcel that is proposed to be retained with the development. There are several smaller trees, shrubs, and vegetation in the southeast portion of the site. The proposal includes associated parking, landscaping, stormwater, and required utilities.

The subject site is bordered to the north by Community Commercial zoned parcels with a PUD building and a storage facility. Directly east, is city-owned property. To the south across NW Lake Road is Light Industrial/Business Park zoned land with a manufacturing industry on-site. To the southwest, is the City of Vancouver's jurisdiction, with single-family residential. To the west, also within the City of Vancouver, across NW Friberg-Strunk, is Union High School.

The proposed commercial development does or can comply with the applicable standards of the Camas Municipal Code (CMC) and Revised Code of Washington (RCW).

FINDINGS

Chapter 16.07 State Environmental Policy Act

A SEPA checklist was submitted, and a Mitigated Determination of Non-Significance (MDNS) was issued on August 24, 2022, as the proposed development includes more than 500 cubic yards of fill and excavation per CMC 16.07.020.A.1. The comment period ended September 8, 2022. There was one comment submitted by the Department of Ecology regarding a potential wetland onsite. As such, the application submitted a wetland report which is addressed further below. The applicant also submitted an updated SEPA Checklist addressing the Category IV Wetland on site. The checklist has been included in the determination as an addendum (Exhibit 32) per WAC 197-11-625. The threshold determination has not been affected.

FINDING: Staff finds the comments provided by the Department of Ecology should be complied with.

Chapter 16.31 Archaeological Preservation

The Department of Archaeology and Historic Preservation concluded that an archaeological predetermination report is not required for the site because one was conducted in 2008 by Archaeological Services of Clark County for the site. Based on the report, no further archaeological work is recommended at this time. 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 State Department of Archaeological and Historic Preservation and the City shall be notified.

Chapter 16.51 Critical Areas

The applicant submitted a Wetland Report dated October 13, 2022, prepared by Ecological Land Services (Exhibit 30), which identified a .02 acre (872 square foot) Category IV wetland as Wetland A located at the northeast portion of the site. Per CMC 16.53.010.C.2.a., “isolated Category IV wetlands less than four thousand three hundred fifty square feet in area” are exempt from Chapter 16.53 - Wetlands. Therefore, Wetland A is exempt from Chapter 16.53. The Wetland Report indicated that the proposed development will unavoidably impact Wetland A, resulting in the filling of the wetland.

FINDING: The applicant will be required to obtain a Nationwide permit from the US Army Corps of Engineers prior to engineering plan approval and conditioned as such. A mitigation plan is required per CMC 16.51.180 and shall be submitted prior to engineering plan approval. A condition of approval is warranted.

Chapter 18.18 Site Plan Review

A. Compatibility with the city’s comprehensive plan;

The subject property is designated as Commercial in the Camas 2035 Comprehensive Plan, which includes the Community Commercial (CC) zone designation. The food cart station, commercial building, and drive thru coffee kiosk proposal is consistent with the following comprehensive plan policies:

- Land Use Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- Employment Land Use Policy LU-2.5: Ensure industrial development and other employment lands are compatible with adjacent neighborhoods through development and landscaping regulations and design review.
- Employment Land Use Policy LU2.7: Protect employment land from conversion to residential uses to ensure an adequate supply of commercial and industrial land to meet 20- year employment projections.
- Economic Development Policy ED-1.8: Ensure that development standards are balanced to promote high-quality building and site design and encourage businesses to operate in an environmentally responsible manner.
- Economic Development Policy ED-1.10: Encourage complementary businesses throughout the City to support industry clusters and leverage resources

The subject property is located near the entrance to the city limits at NW Lake Road, where land uses include large technology and manufacturing campuses, surrounded by commercial services and residential development. The site will develop vacant employment lands that will be compatible with the surrounding land uses.

FINDING: The proposed use is consistent with the intent and purpose of the comprehensive plan by providing diverse economic development to serve Camas residents and businesses as well as compatible site and building design with the surrounding area.

B. Compliance with all applicable design and development standards contained in this title and other applicable regulations;

The applicant provided a narrative, site plan, grading plan, utility plan, landscape plan, and building elevations/floor plans that are adequate for Site Plan Review. The density and dimensions are discussed in further detail at Criterion C under this staff report's Conditional Use Permit section.

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:

Retail stores in general	
Less than 5,000 square feet:	1 per 300 square feet
Greater than 5,000 square feet:	17 plus 1 per 1,500 square feet
Multi-use retail center	1 per 250 square feet of gross floor area
Beauty parlor, barber shop	1 per 300 square feet of gross floor area
General offices	1 per employee, plus 1 per 400 square feet of gross floor area
General office (no customer service)	1 per 250 square feet of gross floor area
Furniture/appliance store	1 per 500 square feet of gross floor area
Beauty parlor, barber shop	1 per 300 square feet of gross floor area
Sports club, health, spa, karate club	1 space per 260 square feet of gross floor area, plus 1 space per employee
Restaurant	1 per 100 square feet of gross floor area
Restaurant, carry-out	1 space per 225 square feet of gross floor area
Fast food restaurant/coffee kiosk	1 space per 110 square feet of gross floor area, plus 6 stacking spaces for drive-through lane

The proposed development includes a 612 square-foot coffee kiosk, a 5,000 square-foot food cart station, and a 12,574 square-foot commercial building. Based on the required parking above, the coffee kiosk requires 6 parking spaces (612sf/110sf) plus six stacking spaces. The food cart station would be considered restaurant/carryout, therefore requiring 22 spaces (5,000sf/225sf).

According to the applicant's narrative, the 12,574 square foot commercial uses could range from retail, restaurant, office, or similar commercial uses. A restaurant has the strictest parking requirement of 1 space per 100 square feet. There is a very low probability the entire 12,574 square foot commercial space will be dedicated to restaurants, especially with the proximity to the food cart station. However, if this were to occur, the required parking would be 125 spaces (12,574sf/100sf) for the commercial building, 6 spaces for the coffee kiosk, and 22 spaces for the food cart station, for a total of 153 spaces. There are 143 spaces provided on-site.

In a more likely scenario, no more than half the commercial building would be restaurants (1 space per 100sf) and half would be retail or offices (1 space per 250sf). If so, then 63 spaces (restaurants) and 25 spaces (retail/offices), totaling 88 spaces for the commercial building would be required. A total of 116 spaces would be required if you added the coffee kiosk and food cart station. This is a more likely scenario for the development. With 143 spaces provided on-site, and only 116 spaces required, the

parking requirements are exceeded and have room for additional parking if there happen to be additional parking needs. Staff finds the parking requirements are met.

Per Camas Design Standards Manual (CDSM), Design Standards Table 1, Guidelines for Geometry of Private Roadway, Note 2 - Off-Street Parking (c) states "Aisle dimensions: one-way aisle minimum 15-foot wide; 2-way aisle minimum 24-foot wide." Per the preliminary site plan, submitted May 2022, all of the drive aisles are a minimum 24-foot wide. However, the drive aisles adjacent to trash enclosures should be a minimum of 26-foot wide to allow for access by the garbage and recycling providers. Additionally, the trash enclosure at the northeast corner of the parking lot on the east side of the commercial building should be relocated or a dead-end turnaround should be provided to allow access for the garbage and recycling providers.

Staff recommends a condition of approval that prior to final engineering plan approval, the locations of trash enclosures and the minimum drive aisle widths, shown as 24-feet, adjacent to the trash enclosures should be approved by the garbage and recycling providers.

Per Camas Design Standards Manual (CDSM), Design Standards Table 1, Guidelines for Geometry of Private Roadway, Note 2 - Off-Street Parking (d) states "Ingress aisles setback from back of sidewalk: collectors minimum 40-feet; arterials minimum 50-feet." Per the preliminary site plan, submitted May 2022, the off-street parking stalls adjacent to the ingress/egress access from NW Friberg-Strunk Street, and the right-in / right-out only access to NW Lake Road meet the minimum setback requirement.

Landscaping

The proposal must comply with the applicable landscaping standards in CMC Chapter 18.13. The applicant has focused the planting areas on the perimeter of the site, adjacent to the drive- thru uses, and within the parking areas.

Street Trees

Existing street trees are located along NW Friberg-Strunk Street and NW Lake Road adjacent to the site's frontage. Trees are required to be planted every 30 linear feet within a planter strip. The applicant should be conditioned to plant missing street trees every 30 linear feet within the planter strip. The street tree species shall comply with the City's approved street tree list.

Landscape Buffers

Per CMC 18.13.055(A) Table 1 – Landscape Buffers, a 5-foot wide (L1) general landscape buffer is required for commercial uses abutting commercially zoned property which applies to the northern property line. The northern property line is proposing trees and ground cover; however, high, and low shrubs are required throughout the buffer as well. A condition of approval is recommended.

A 5-foot wide (L2) low screen landscape buffer is required at the eastern, southern, and western property lines where commercial uses that abut Business Park zones and Commercial zoned property are separated by a street. The applicant has provided a landscape buffer that includes trees every 30 linear feet, 3-foot high shrubs, and ground cover. There is landscaping provided along the drive-thru lanes to visually screen traffic on NW Lake Road and NW Friberg- Strunk Street. Staff finds that landscape buffering is met along these property lines.

Parking Lot Landscaping

The purpose of landscaping within parking areas is not only to minimize the visual impact of paved areas but also to provide shade and relief per CMC 18.13.060.B. With 143 proposed parking stalls, parking lot planter strips are required for every 15 parking spaces. Based on the site plan, some areas have more than 15 spaces in a row that do not have a planter strip.

Staff recommends a condition of approval that a parking lot planter strip is 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 and will be conditioned as such.

Tree Density

Per CMC 18.13.051(A) Table 1- Required Tree Density, a minimum of 20 tree units (TU) per net acre is required to be incorporated into the overall landscape plan. An arborist report was prepared by Certified Arborist Consultations dated March 19, 2022 (Exhibit 5) and surveyed 20 significant trees on site. Per the arborist report, all trees on site are recommended for removal due to tree health and construction improvements except for the Oregon White Oak. The arborist report reviews the Tree Protection Zone (TPZ). The TPZ protects the roots and overall tree from construction and development activities to ensure tree survival.

Staff finds the applicant shall not encroach the TPZ and 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.

Staff also finds a conservation covenant shall be recorded with the County to ensure the long-term preservation of the Oregon White Oak.

Based on the 3.59-net acreage, 72 TUs are required. The applicant is proposing to plant 60 TUs and retain the Oregon White Oak which consists of 19 TU for a total of 79 TUs. Staff finds the proposed landscape plan exceeds the minimum TU per net acre requirement and therefore in compliance with the tree unit density requirement. Any existing off-site trees should not be removed if proposed without permission from the property owner.

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

Retaining walls

No retaining walls are proposed at this time. However, if retaining walls are proposed, they must meet CMC 18.17.060. A condition is warranted.

Signage

Signage was provided to the Design Review Committee for the entrance to the food cart area. The Committee concluded the signage complied with the design requirements. If additional signage is proposed, additional approval per CMC 18.15 is required prior to receiving building permit approval for the sign. The Design Review Committee also recommends a condition of approval that signs located on buildings or incorporated into the landscaping are unobtrusive and vandal resistant. If illuminated, they shall be front-lit.

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 and the Camas Design Standards Manual (CDSM).

[Public Roads]: The proposed development is bordered on the south by NW Lake Road and on the west by NW Friberg-Strunk Street. Per the city's 2016 Transportation Comp Plan, NW Lake Road is classified as an existing 5-lane arterial with curb & gutter, bike lanes, landscape strips, and detached sidewalks on both sides of the roadway, and a raised center landscape median along the frontage of the proposed development. NW Friberg-Strunk Street is classified as an existing 3-lane arterial with curb & gutter, bike lanes, and curb tight sidewalks on both sides of the roadway in the vicinity of the proposed development.

Per CMC 17.19.040.B.1, half-width street improvements and per CMC 17.19.040.B.5 dedication of additional right-of-way may be required for a development when it is necessary to meet the minimum street width standards or when lack of such dedication would cause or contribute to an unsafe road or intersection. As both NW Lake Road and NW Friberg-Strunk Street are fully improved roadways, neither half-width street improvements nor dedication of additional right-of-way is required.

However, there may be segments of existing 5-foot wide sidewalks along the frontage of the proposed development on NW Friberg-Strunk Street and/or NW Lake Road. Per the CDSM, sidewalk widths for 3 and 5-lane arterial require 6-foot wide sidewalks.

Staff recommends a condition of approval that prior to final engineering plan approval, 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 5-feet in width with ADA compliant 6-foot wide sidewalks.

Access Spacing:

Per the *Camas Design Standards Manual, Table 3 Access Spacing Standards*, the access spacing on an arterial roadway is a minimum of 660-feet and a maximum of 1,000-feet.

[NW Lake Road]: Per the preliminary site plans there is an access location onto NW Lake Road at the eastern end of the proposed development. The proposed access drive is approximately 420-feet east of the intersection with NW Friberg-Strunk. The proposed access location onto NW Lake Road does not meet the minimum access spacing requirements on an arterial.

However, as the proposed driveway access onto NW Lake Road is located as far from the intersection as possible, the city engineer would be in support of a deviation from the minimum access spacing standards with the following conditions:

- The drive access is to be restricted to a right-in / right-out access only and signed accordingly.
- The drive access is to be a minimum 24-foot wide paved access width.
- The curb radii is to be a minimum of 35-feet on each side of the drive access.

Staff recommends a condition of approval that prior to final engineering plan approval, the site plans should be revised with the following revisions to the NW Lake Road access drive:

- The drive access is to be restricted to a right-in / right-out access only and signed accordingly.
- The drive access is to be a minimum 24-foot wide paved access width.
- The curb radii is to be a minimum of 35-feet on each side of the drive access.

[NW Friberg-Strunk Street]: There is an existing 40-foot wide access drive from NW Friberg-Strunk Street to the proposed development. The existing drive access is located approximately 250-feet north of the intersection of NW Friberg-Strunk Street and NW Lake Road. The existing driveway location does not meet the minimum access spacing requirements on an arterial.

However, the city engineer has determined that the existing driveway location is the best location for a full access driveway based on the two existing drive accesses that serve the Clark Public Utility Substation to the north, the southernmost drive access that serves Union High School to the west, the intersection with NW Lake Road, and the existing left-turn pockets for the southernmost access to Union High School and the intersection at NW Lake Road.

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

Traffic and Transportation:

Per CMC 18.18.040.E a transportation impact analysis (TIA) may be required when a development generates 200 or greater average daily trips (ADTs). Based on the originally proposed land use with food carts and a drive-thru coffee kiosk, the proposed development was anticipated to generate more than 200 ADTs, therefore requiring a TIA.

The first TIA dated January 28, 2022 (Exhibit #6), was submitted addressing the traffic impacts of a 5,500-sf indoor/outdoor food cart area with a 600-sf drive-thru coffee kiosk. The initial TIA was revised and resubmitted on May 18, 2022 (Exhibit #16), to include a new 12,574 sf commercial building in addition to the food cart area and the coffee kiosk.

The second submittal dated May 18, 2022, TIA (Exhibit #16) provided data, shown in *Table 2 Trip Generation Summary*, that was calculated using “empirical observations at other similar developments” and used the *10th Edition Institute of Traffic Engineering (ITE) Manual*. Additionally, *Table 2 Trip Generation Summary* did not include the AM or PM Peak Hour trips for the food carts. Per the discussion in the TIA the lack of AM Peak Hour trips was based on the applicant’s intent for the food carts to not operate prior to 11:00 a.m.

However, as the operating hours for the food carts could potentially be revised in the future and the applicant’s TIA did not consider either the AM or PM peak hour impacts on the traffic system, staff was proposing that *“based on the lack of AM and PM peak hour information, and in order to not impact the traffic system in the AM and PM peak hours, the food carts should be conditioned to have operating hours no earlier than 11:00 AM and no later than 3:30 PM weekdays.”*

During the review of the second TIA (Exhibit #16) the applicant requested that a hold be placed on the Hearing, at which time a notice was sent out canceling the September 7, 2022, hearing (Exhibit #27). Therefore, staff sent an email to the applicant on September 7, 2022 (Exhibit #37), requesting that the second TIA be revised with the following issues addressed:

- Revise and resubmit the TIA using the current 11th Edition ITE Manual.
- The revised TIA is to include both the AM and PM Peak Hour trips for the food carts. The previous TIA did not include either AM or PM trips and will be conditioned accordingly.
- The revised TIA is also to provide AM/PM trips for the allowed / proposed uses for the commercial building.
- Provide a trip generation that extends west to NE 192nd Avenue and south to SR 14 and to intersections/roads under Clark County jurisdiction within 2 miles of the proposed development.
- The TIA is to be prepared under supervision of a registered Civil Engineer with a traffic engineering background, per the CDSM.

A third TIA (Exhibit #31) dated November 1, 2022, was submitted on November 16, 2022, for review. Staff's review comments of the third TIA were sent to the applicant via email on November 21, 2022 (Exhibit #38), with the following items that needed to be addressed:

- *Camas's engineering staff is not in support of the use of ITE LUC 932 High Turnover Sit Down Restaurant for the 22 food carts that are being proposed.*
- *The appropriate section for the food carts/pods is LUC 926. PM peak hour trips in LUC 926 Food carts are substantially higher than High Turnover Sit Down Restaurant.*
- *Please use LUC 926, PM Peak Hour of Adjacent Street Traffic. The food cart/pod LUC includes limited covered seating or dining and may include the sale of alcoholic beverages.*
- *Please provide justification for any internalization (internal capture) or pass-by reductions. The 3rd Edition Trip Generation Handbook does not provide pass-by information Table for LUC 926.*
- *The City of Vancouver requires a trip distribution of the number of PM peak hour trips generated by this use through the following intersections on 192nd Avenue:*
 - *NE 192nd Ave. & NE 13th Street*
 - *NE 192nd Ave. & SE 34th Street*
 - *NE 192nd Ave. & SR-14 ramps*
 - *The project will be required to pay proportionate share fees for the number of PM peak hour trips to the above intersections.*
- *Empirical data is mentioned in the TIA. Please provide documentation of this data.*

Staff received an email from the applicant on November 21, 2022 (Exhibit #39), stating that the applicant's traffic consultant disagreed with Staff's direction regarding the appropriate land-use code for food carts (LUC 926), as defined in the 11th Edition ITE Manual and the intent to continue to apply the land-use code for High Turnover Sit Down Restaurant (LUC 932).

Additional conversations were held, and Staff further clarified the reason for LUC 926 versus LUC 932 in the November 22, 2022, email to the applicant (Exhibit #40) with the following information:

As stated below, staff is not in support of the use of LUC 932 for High Turnover Sit Down Restaurant for calculating trips for the food carts. Per the ITE Manual LUC 932 applies as follows:

Land Use: 932 High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. General, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal.

Staff finds that the proposed 'food carts' do not fit this land use designation (LUC 932).

While staff finds that the LUC 926 Food Carts designation is adequate for the food carts, staff would be willing to consider working with the applicant's consultant to come up with a congruent scenario from the ITE Trip Generation Manual, 11th Edition.

Specifically, using LUC 933 Fast-food Restaurant without Drive-through Window may be an amenable solution provided that the comparison used is the number of employees. Additionally, Staff finds that the use of seats and/or square footage is not an adequate fit.

As stated in the previous email, the following items are to be addressed:

4. *Please provide justification for any internalization (internal capture) or pass-by reductions. The 3rd Edition Trip Generation Handbook does not provide pass-by information Table for LUC 926.*

5. *The City of Vancouver requires a trip distribution of the number of PM peak hour trips generated by this use through the following intersections on 192nd Avenue:*
 - a. *NE 192nd Ave. & NE 13th Street*
 - b. *NE 192nd Ave. & SE 34th Street*
 - c. *NE 192nd Ave. & SR-14 ramps*
 - d. *The project will be required to pay proportionate share fees for the number of PM peak hour trips to the above intersections.*
6. *Empirical data is mentioned in the TIA. Please provide documentation of this data.*

Subsequently, via an email dated November 28, 2022 (Exhibit #41), the applicant requested that staff work with his attorney to discuss a path forward for addressing the transportation impact issues noted above. A meeting was held with the applicant on November 30, 2022. The applicant agreed to pursuing the compilation and submittal of an updated Transportation Impact Analysis (TIA) addressing the items noted above.

To-date, an updated TIA has not been submitted, addressing an acceptable land-use code; justification for internalization (internal capture) or pass-by reductions; documentation of the referenced empirical data; nor the number of PM Peak Hour trips thru the applicable City of Vancouver intersections.

Therefore, staff recommends a condition of approval that prior to final engineering plan submittal, the applicant should be required to submit the updated TIA for review and approval by Camas staff, the City of Vancouver, and Clark County.

[Trip Distribution and Assignment]:

The following discussion and conditions are based on the second TIA (Exhibit #16):

Per Appendix A Figure 3 - #3, Year 2022 Existing Conditions:

- Intersection of NW Friberg-Strunk Street and SE 1st Street/NW Lake Road:
 - 74 AM & 99 PM Peak Hour trips for the south and north bound movements.
 - 482 AM and 836 PM Peak Hour trips for the west and east movements.

Per Appendix A Figure 6 #3, Year 2023 "With Project" Conditions:

- Intersection of NW Friberg-Strunk Street and SE 1st Street/NW Lake Road:
 - 136 AM & 299 PM Peak Hour trips for the south and north bound movements.
 - 565 AM and 953 PM Peak Hour trips for the west and east movements.
 - The noted trip generation and distribution do not include the future food carts.

[City of Vancouver and Clark County]:

The applicant's TIA was sent to City of Vancouver's Transportation Engineer and to Clark County's Traffic Concurrency Engineer.

The City of Vancouver's May 11, 2022, concurrency review comments (Exhibit #35) are as follows:

"The City of Vancouver does not need additional intersection analysis, but it is crucial that we capture the fees necessary to mitigate the impacts to our proportionate share projects.

Therefore, the City of Vancouver requests trip distribution analysis identifying the number of PM peak hour trips being distributed to the following proportionate share intersections so that we can calculate the necessary proportionate share fees:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
NE 192 nd Ave & NE 13 th St	\$400 per PM peak hour trip		

SE 192 nd Ave & SE 34 th St	\$150 per PM peak hour trip		
192 nd Ave & SR-14 ramp terminals	\$2,000 per PM peak hour trip		
Total Proportionate Share Cost			\$XXXX

Staff recommends a condition of approval that prior to final engineering plan submittal, the applicant is to provide an updated trip distribution analysis that identifies the number of PM Peak Hour trips that are distributed to City of Vancouver's proportionate share intersections: NE 192nd Avenue & NE 13th Street; SE 192nd Avenue & SE 34th Street; and SE 192 Avenue & SR-14 Ramps.

Staff recommends a condition of approval that prior to issuance of building permit approvals the applicant is required to pay the proportionate share amount of \$_____ to the City of Vancouver and to provide Camas staff with documentation of payment of said proportionate share amount.

Clark County's August 16, 2022, TIA concurrency review (Exhibit #36) comments are as follows:

"County concurrency has reviewed the submitted traffic study for the Oak Tree Food Carts. The applicant's submitted information proposes to construct a 600 square-foot coffee kiosk with 2 drive-through windows, 2 food cart pods totaling 22 food carts, a 4,704 square-foot food court structure, and a 12,574 square-foot multi-tenant shopping center. The applicant's traffic information prepared by Engineering Northwest dated January 20, 2022, suggests that there will be a net new total of 119 AM peak hour trips, 120 PM peak hour trips and an average daily trip (ADT) volume of 1,491. However, county staff's review of the submitted traffic study and proposed development plan suggests that the trip generation for this development is under-represented.

County staff used the plan submitted within the applicant's traffic study, the ITE Trip Generation Manual 11th Edition and the ITE Trip Generation Handbook 3rd Edition to perform an independent trip generation evaluation. County staff used ITE Land Use Codes 820 – Shopping Center, 926 – Food Cart Pod, 933 – Fast-Food without Drive Through and 938 – Coffee/Donut Shop with Drive Through to determine the initial trips generated by the proposed development. The ITE Trip Generation Handbook 3rd Edition was used to determine if pass by reductions were applicable to the land use, and to determine internal capture reductions as well. County concurrency's evaluation yielded a total net new trip generation estimate of 141 AM peak hour trips, 205 PM Peak hour trips, and 2,421 ADT's.

County concurrency staff used the applicant's distribution information presented in the traffic study to determine if peak hour trips would be impacting regionally significant intersections and corridors under county jurisdiction within 2 miles of the subject site."

Clark County's Staff review found that" based on the 10th Edition ITE Manual, "the proposed development is not expected to impact the regionally significant intersections and corridors by adding 5 or more new peak hour trips to those locations; therefore, Concurrency has no further comments and requires no further concurrency related analysis. The proposed development site is located on parcel number 176162000 in Camas."

Staff recommends a condition of approval that prior to final engineering plan submittal, the applicant should be required to provide an updated trip distribution analysis, based on the current ITE manual, for review by the City of Camas, City of Vancouver, and Clark County. The updated trip distribution is to include City of Camas intersections; will provide the City of Vancouver with the number of PM peak hour trips to the proportionate share intersections; and allow for Clark County to determine if there are 5 or more PM peak hour trips impacting regionally significant intersections or corridors under Clark County jurisdiction within 2 miles of the project.

[Sight Distance Evaluation]:

NW Friberg-Strunk Street

There is a full access drive to the proposed development located on NW Friberg-Strunk Street, which has a posted speed limit of 40 MPH, with a 'School Speed Limit 20 MPH' in both north and south bound directions, which applies when school is in session. The minimum site distance for a 20 MPH speed zone is 200-feet in either direction. Per the TIA, the available site distance at the full access drive from the proposed development is more than 200-feet. However, outside of school hours the posted speed limit is 40 MPH, therefore the minimum sight-distance is to be 400-feet in both directions.

Staff recommends a condition of approval that prior to final engineering plan approval, 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.

NW Lake Road & NW Friberg-Strunk Street

There is a limited access, right-in/right-out only, access drive from the proposed development located on NW Lake Road, which has a posted speed limit of 40 MPH in both west and east bound directions. The minimum site distance effects the westbound traffic only, as left turns onto NW Lake Road are not permitted due to the raised center landscape island. The minimum site distance for a 40 MPH speed zone is 400-feet. Per the TIA, the available site distance to the east is more than 400-feet.

Staff recommends a condition of approval that prior to final engineering plan approval, the site plans and the landscape plans are to include the minimum 400-foot site distance triangle at the drive access location on NW Lake Road.

[Intersection Level of Service (LOS)]:

The level of service evaluation was conducted for the following signalized intersections: NW Friberg-Strunk Street and NW Lake Road/SE 1st Street; NW Lake Road and NW Larkspur Road; and SE 1st Street and NE 192nd Avenue, under "Existing Conditions", 2027 "Without Project", and 2027 "With Project". A 'LOS E' represents long delays, which would indicate signalization warrants need to be reviewed.

The "Existing PM peak hour" level of service for all three signalized intersections is shown to be at a LOS A for NW Friberg-Strunk Street and NW Lake Road/SE 1st Street; LOS B for NW Lake Road and NW Larkspur Road; and LOS C for SE 1st Street and SE 192nd Avenue.

The 2027 "Without Project" level of service, which was "calculated using a nominal 0.5 percent annual compounded growth factor" is shown to be at a LOS A for NW Friberg-Strunk Street and NW Lake Road/SE 1st Street; LOS A for NW Lake Road and NW Larkspur Road; and LOS D for SE 1st Street and SE 192nd Avenue.

The 2027 "With Project" level of service, which was "calculated using a nominal 0.5 percent annual compounded growth factor" is shown to be at a LOS B for NW Friberg-Strunk Street and NW Lake Road/SE 1st Street; LOS A for NW Lake Road and NW Larkspur Road; and the LOS D for SE 1st Street and SE 192nd Avenue, as shown in Appendix D.

Generally, a LOS A, B, C, or D are acceptable service levels indicating that delays are average during the PM peak hours and additional signal warrants are not necessary.

[Turn-Lane Warrants]:

Not required to be addressed due to the existing left-turn lane south bound on NW Friberg-Strunk Street and NW Lake Road consists of two-west bound lanes.

Findings and Recommendations Noted in the TIAs (Exhibits #6, #16, & #31):

[Existing Conditions]:

- All the study intersections operated within operating standards, level of service (LOS) D or better and deemed acceptable by the City of Camas during the weekday am and pm peak hours. *Staff concurs.*

[YEAR 2022 and 2027 Total Traffic Conditions]:

- Year “2018 and 2023” total traffic conditions were estimated assuming continued local and regional growth plus the proposed site traffic. Operational analysis indicates that the study intersections are forecast to continue to operate at acceptable levels. *Staff is unable to verify as an update to the TIA is needed to reassess LOS at study intersections.*

Staff finds that it would be preferable if the applicant would request that the record be held open until such time as an updated TIA is submitted for review. If the applicant does not request to keep the record open, the following condition of approval would be recommended by staff.

Staff recommends a condition of approval that prior to final engineering plan submittal, the applicant should be required to submit an updated TIA for staff to reassess the LOS at all study intersections.

- Engineering Northwest LLC performed filed sight distance measurements. The project access intersection will be able to meet the sight distance requirements assuming any vegetation within the sight distance triangles are properly maintained after construction.

Staff recommends a condition of approval that prior to final engineer plan approval, a note is to 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.

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 8-inch STEP sanitary sewer main on the west side of the road in NW Friberg-Strunk Road. A 4-inch sanitary sewer line was stubbed to Parcel No. 176162000 for the benefit of future development as part of the NW Friberg-Strunk roadway improvement project in 2015. The sanitary sewer line for this parcel is located approximately 200-feet south of the 8-inch water line service on NW Friberg-Strunk.

[Onsite Private Sanitary Sewer System]:

The preliminary utility plans provide for the extension of the 4-inch pressure sewer line, from the existing lateral on NW Friberg-Strunk Street, throughout the site to serve the commercial building, the coffee kiosk, the food court building, and the food carts. Additionally, the preliminary sanitary sewer utility plans provide for three (3) separate STEP tanks, with one located within a paved surface and the remaining two located outside of the paved surface.

Per CMC 13.62.080 The riser lid to the access chamber shall be accessible at all times to insure proper and timely emergency and/or maintenance response to the system.

The locations of each of the STEP tanks are to be accessible for maintenance and inspections. Those STEP tanks located within a paved surface, are to have access lids are to be traffic rated. The applicant is responsible for sizing each of the STEP tanks for the proposed uses.

Per CMC 17.19.040.C. 2.D sanitary easements will be granted to the city of Camas as required for inspections purposes, however, outside of the right-of-way the onsite sanitary sewer system and all its

components, including the STEP tanks, are to be privately owned and maintained by the applicant and/or property owners.

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

- The locations of each of the STEP tanks are to be accessible for maintenance and inspections.
- STEP tanks located within paved surfaces are to be designed with traffic rated access lids.
- 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.

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

Staff recommends a condition of approval that prior to final engineering plan approval a note is to be 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."

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

Storm Sewer:

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

The proposed development is approximately 3.95 acres (172,062 sf) in size of undeveloped property that consists of grass, blackberries, a mixture of trees and shrubs around the perimeter, and a 42-inch diameter Oregon White Oak in the center of the parcel.

A preliminary drainage analysis (TIR) was submitted in March 2022 with the initial application and the proposed site plan layout that included construction of a 5,500 sf indoor/outdoor eating area with food carts, drive-through coffee kiosk, a total of 97 parking spaces, and drive aisles connecting the parking stall areas. The preliminary March TIR addressed the amount of impervious surface and the stormwater requirements for the initial layout.

An updated site plan layout was submitted in May 2022 that was revised to include the addition of a 12,574 sf commercial building, 49 additional parking stalls, and additional drive aisles to connect the additional parking stall areas. However, it appears that the March preliminary TIR was not revised to include the additional impervious surface with the updated site plan. The initial site plan showed the area with the new 12,574 sf commercial building and new parking lot to remain an undeveloped portion of the site.

Staff recommends a condition of approval that prior to final engineering plan approval, that the preliminary March TIR 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.

Per CMC 14.02 Stormwater Control, stormwater treatment and detention shall be designed in accordance with the latest edition of Ecology's SWMMWW.

Refer to Ecology's *Figure I-3.1 Flow Chart for Determining Requirements for New Development (Vol. I, Chapter 3)*.

- All development projects shall comply with Minimum Requirement (MR) #2 – Submittal of a Stormwater Pollution Prevent Plan (SWPPP).
- As the project results in 5,000 sf, or greater, of new plus replaced hard surface area; than Minimum Requirements (MR) #1- #9 will apply.

The proposed development improvements will exceed 5,000 sf or more, of new plus replaced hard surface area, therefore, the proposed development will be required to meet MRs #1 - #9. The preliminary drainage analysis (TIR) that was submitted in March 2022, which is conditioned to be resubmitted addressing the increase of impervious surface and decrease in pervious surface, is to confirm that MR's #1 - 8 are still being met. MRs #9 was not addressed in the preliminary TIR.

Staff recommends a condition of approval that prior to final engineering plan approval, that the preliminary March TIR be revised and resubmitted verifying that MR's #1 - #8 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.

There is a conflict between the preliminary TIR and the preliminary stormwater plans. Per the preliminary stormwater plans, stormwater will be collected, detained, and treated onsite. After detention and treatment, the stormwater is shown to be discharged at the eastern property line via a dispersion trench, which will allow for sheet flow across an open space/wetland parcel that is owned by the city and has a protective covenant recorded over said property.

The preliminary stormwater report (TIR) states that the onsite stormwater will be discharge to a storm manhole located in NW Lake Road and conveyed to the city owned stormwater facility, 20700 NW Lake Road, located approximately 1,100-feet east of the proposed development. The stormwater facility noted in the preliminary TIR is not a regional stormwater facility for use by others, it was constructed by the city as a requirement for treatment and detention for the NW Lake Road roadway improvement project that was constructed in 2005. Additionally, there is a recorded protective covenant over the storm facility, adjacent wetlands, and stream corridor in its entirety.

Staff is in support of the proposal to discharge stormwater, after treatment and detention, to the city's parcel located along the eastern property line of the proposed development, with the understanding that the parcel to the east is not be disturbed.

Staff recommends a condition of approval that prior to final engineering plan approval that 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. Dispersal to the stormwater conveyance system in NW Lake Road is not approved.

Per CMC 17.19.040.C.3 Ownership and maintenance of onsite stormwater facilities will be the responsibility of the property Owner and the City shall have right-of-entry for inspection purposes.

Staff recommends a condition of approval that prior to final engineering plan approval a note is to be added to the stormwater plans that states, "All components of the onsite stormwater plan shall be owned and maintained by the applicant/property owner, with right-of-entry granted to the city for inspections purposes."

FINDING: Staff finds that the development, as conditioned, can and will meet the requirements of CMC 14.02 and the Camas Design Standards Manual (CDSM) for Storm Sewer.

Water:

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

There is an existing 12-inch ductile iron water main located in NW Friberg-Strunk. An 8-inch water line was stubbed to Parcel No. 176162000 for the benefit of future development as part of the NW Friberg-Strunk roadway improvement project in 2015.

[Onsite Private Water System]:

The preliminary utility plans propose to extend the 8-inch water line throughout the proposed development to serve the commercial building, the food court building, the individual food carts. The 8-inch water line is located on the north side of the future commercial building and includes the future domestic water meter that will be located at the right-of-way on NW Friberg-Strunk Street. In addition to the domestic water meter, an above-ground reduced pressure backflow assembly (RPBA), located behind the water meter will be required, which is to be accessible for inspections and testing.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to submit revised onsite water utility plans for review and approval with the following changes:

- An above-ground reduced pressure backflow assembly (RPBA) is to be located behind the water meter and is to be accessible for inspections and testing.

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.

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

Neither the preliminary water utility plans nor the landscaping plans show the location or size of said landscape meter.

Staff recommends a condition of approval that prior to final engineering plan approval, 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.

Per the CDSM, a separate fire line is required, unless otherwise approved by the Fire Marshal. The preliminary water plans do not provide information of the required fire line nor a proposed location for a new onsite fire hydrant. The nearest existing fire hydrant is located approximately 240 to 265-feet from the future drive access locations on NW Friberg-Strunk Street and NW Lake Road on the corner at the intersection of NW Friberg-Strunk Street and NW Lake Road; therefore, a new onsite private fire hydrant will be required.

The fire line location may be shown on the water utility plans for informational purposes, with Fire Department Connection (FDC) located within 75-ft. of a fire hydrant, per fire code. Plans for the fire line are to be submitted to the Fire Marshall's office for the NFPA24 Fire Main Underground Permit prior to any fire line installation beyond the right-of-way. 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 final engineering plan approval and prior to final plat approval, the applicant is to submit water utility plans with the following revisions to the fire line water system:

- A note is to be added to the water utility plans stating, “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.”
- 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.”

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

Erosion Control:

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

The proposed development is approximately 3.95 acres (172,062 sf) in size.

Per CMC 14.06.100, at time of development application an Erosion Sediment Control (ESC) plan is to be submitted to the City for review and approval prior to any ground disturbing activities. Additionally, the Erosion and sediment control (ESC) plans are to be prepared in accordance with adopted city design standards (CDSM). A set of ESC plans for the onsite land-disturbing activities was not submitted with the preliminary site design plans.

Staff recommends a condition of approval that prior to final engineering plan approval, 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.

Per CMC 14.06.030.C Land-disturbing activities greater than one-acre are required to submit a Construction Stormwater Pollution Prevention Plan (SWPPP), which is a component of Ecology’s NPDES General Construction Stormwater Permit (GCSWP). Prior to any land-disturbing activities, the applicant is required to submit a copy of the NPDES GCSWP and the SWPPP.

Per CMC 14.06.200 and CMC 17.21.030.B, an approved form of financial security will be required for erosion and sediment control for any improvements, which are greater than one acre. The financial security is required to be submitted prior to any land-disturbing activities for the proposed development.

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

Finding: Staff finds that adequate provisions, as conditioned, can or will be made for public roads, sanitary sewer, stormwater, water, and erosion control improvements that will be consistent with City requirements.

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

[Public Utilities]: There aren’t any public utilities required for this development.

[Private Utilities]: The applicant/owner of the Oak Tree Station Food Carts development is 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, onsite lighting, and landscaping, which includes any new street trees along the frontages on NW Lake Road and NW Friberg-Strunk Street.

[Street lighting]: There is existing street lighting along the frontages for the proposed development on NW Lake Road and NW Friberg-Strunk Street. The applicant is not required to install any additional street lighting.

[Parks and Trails]: There are no city requirements for parks, trails or other public improvements associated with the development of this property.

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

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

The applicant is not required to construct any new public utilities for the proposed development.

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

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

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

Chapter 18.19 Design Review

Design Review Committee member attendees: Dawn Redmond, Greg Anderson, and Geoerl Niles.

Attendees Excused: Whitney Henion, Casey Wycoff, and Kevin Breuner.

Design Review is required for new commercial developments per CMC 18.19.020 and therefore the commercial building, food cart station, and coffee kiosk proposal is subject to the applicable design review standards in CMC 18.19.050.A Standard Principles and B.2 Specific Principles for Commercial and Mixed Uses and the guidelines in the Camas Design Review Manual “DRM”. As such, a Design Review Committee (DRC) public meeting was held on August 23, 2022, to review the proposal and recommend conditions or other actions necessary for compliance with the Design Review Manual.

Standard Principles:

Landscaping and screening, integration, or natural features of the property, building design, and integration of historic elements

Landscaping is provided along the site’s perimeter to provide a visual screen and buffer with the adjacent uses and the street right-of-way. Perimeter landscaping is discussed in further detail under criterion B of the Site Plan Review section of this report. Any landscape, parking lot, or building lighting should be directed, hooded, or shielded away from surrounding properties. The Oregon White Oak on site is proposed to be retained.

The commercial building will incorporate light and dark, brown-toned plank siding with windows. The building will include a variety of roof designs to break up the facade. The food cart station will include grey, white, and black tones with metal siding to create a more rustic, barn-like style. The Design Review Committee recommended an additional condition of approval for the applicant to submit fence examples for the proposed fencing at the perimeter of the food cart area and that outdoor furniture samples be submitted to the city if applicable.

Specific Principles:

Commercial and Mixed Uses

The committee agreed that the development provided 60%/40% glazing, buildings that are compatible with the surrounding uses, and landscaping to minimize visual impacts.

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

Chapter 18.43 Conditional Use Permit

CMC Chapter 18.43.050 Criteria for Conditional Use Permit Approval:

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

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

The proposed commercial building and drive-thru coffee shop are allowed uses in the Community Commercial (CC) zone except for the food cart station. The food cart station is subject to a conditional use permit per CMC 18.07.030 Table 1 Commercial and Industrial land uses.

CMC 18.03.030 defines food carts/food trucks as “a business in which food is primarily prepared and sold from a vehicle or trailer. Restaurants or fast food restaurants in a permanent building are not included in this definition.”

A commercial building and coffee drive-thru kiosk are allowed subject to Site Plan Review approval. Staff finds future uses within the commercial space should include only the permitted uses in CMC 18.07.030 Table 1 and conditioned as such.

Per CMC 18.05.050, the purpose of commercial zones is to provide services and employment primarily to residents. Since the proposed uses are not prohibited in the zone, the City has considered that the proposed uses will not be determinantal to the public.

The commercial impacts of the project will be minimized through building and site design as discussed throughout this staff report. For example, the buildings are designed with a small-scale commercial feel to include buildings with varying roof designs. Buildings are setback and buffered with landscaping from the streetscape. The drive-thru lane will also be landscaped to minimize light impacts on oncoming traffic from NW Lake Road.

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

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

The proposed uses meet and exceed the Community Commercial (CC) zoning district development standards of CMC 18.09.030 Table 1, which requires no limitation on bulk regulations, setbacks, lot coverage, or building height. However, building setbacks are provided due to required landscape buffers and the Clark Public Utilities Department (PUD) easement along NW Friberg-Strunk Street.

Chapter 18.13 includes the landscaping requirements and describes the types of landscaping materials and plantings that may be utilized to meet the landscape requirements. Refer to the Site Plan Review section of this report at Criterion B for findings regarding landscaping and parking standards.

The proposed development is subject to the Design Review requirements of CMC 18.19 and therefore elevation drawings, exterior colors, and landscape design elements of the proposed buildings/structures were submitted for review by the Design Review Committee. Design Review is discussed in further detail in the previous section of this staff report.

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

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

[Traffic Circulation]

The proposed commercial development is surrounded by a variety of land uses in the immediate vicinity, which include a Clark Public Utility (CPU) Substation to the north; single-family residential parcels and subdivisions to the north and south; a future multi-family development to the west; three existing schools; and both developed and undeveloped commercial parcels to the north, west, and east.

The existing road system consists of an arterial along the south side, NW Lake Road; and a collector along the west side, NW Friberg-Strunk Street.

- NW Lake Road is a fully improved 5-lane arterial with curb & gutter, detached sidewalks, planter strips, bike lanes, street lighting, and a dedicated east bound left-turn lane at the signal. *Additional road improvements are not required.*
- NW Friberg-Strunk Street is a fully improved 3-lane collector with curb & gutter, detached sidewalks, planter strips, bike lanes, street lighting, and dedicated right-turn and left-turn lanes at the signal. *Additional road improvements are not required.*

The three existing schools are: Union High School on the west side of NW Friberg-Strunk Road; Illahee Elementary School on the south side of SE 1st Avenue, and Shahala Middle School south of Illahee Elementary, on the east side of NE 192nd Avenue.

- Union High School generates a significant amount of morning and afternoon vehicular traffic, and the school's two drive access locations are from NW Friberg-Strunk.
- Illahee Elementary School generates a significant amount of morning and afternoon vehicular traffic, however, the school has only one shared egress and ingress drive that is approximately 2,332-feet west of the proposed development.
- Shahala Middle School generates a significant amount of morning and afternoon vehicular traffic, however, access to the school is from SE 192nd Avenue at SE Mill Plain Blvd.

West and southwest of the proposed development are single-family parcels, a large single-family subdivision, Westridge Place, a future multi-family development, a church, and a strip mall that is comprised of several restaurants, commercial services, and a Costco Wholesale Warehouse.

North of the proposed development are commercial and industrial parcels, single-family parcels, and a single-family subdivision, Morning Meadows Estates.

The existing traffic movements in all directions are controlled with a traffic signal at NW Friberg-Strunk Street and NW Lake Road / SE 1st Street; a traffic signal at SE 1st Street and SE 197th Avenue; and a traffic signal at NW Friberg-Strunk Street and NE Goodwin Road / NE 13th Street. All existing drive accesses and single-family driveways onto the adjacent roads are stop controlled.

Posted speed limits in the vicinity of the proposed development are as follows:

- 40 MPH eastbound and westbound on NW Lake Road/SE 1st Street;
- 40 MPH northbound and southbound on NW Friberg-Strunk Street; and

- 20 MPH school speed limits along the frontages of both the schools accessing NW Friberg-Strunk Street and SE 1st Street.

Based on the existing road classifications of collector and arterial; the proposed use is compatible with the surrounding land uses as it relates to traffic.

‘Roads’ and ‘Traffic and Transportation’ are discussed in further detail under Site Plan Review Criterion C of this staff report.

[Pedestrian Circulation]

Proposed internal / onsite pedestrian walkways connect the project site with the existing sidewalks along NW Lake Road and NW Friberg-Strunk Street for adequate pedestrian circulation as shown on the proposed site plan (Exhibit 19). Striped pedestrian crossings are proposed throughout the project site; however, staff recommends a concrete or distinct material that clearly defines the pedestrian connections to be provided and conditioned as such.

Density

There is no limitation on density and dimensions in the CC zone per CMC 18.09.030 Table 1 including the abutting properties immediately to the north which have compatible commercial uses of a storage facility and a Clark Public Utility Substation. To the east is Business Park zoned City property that consists of critical areas. Across the street to the south is Light Industrial/Business Park zoning which includes Wafer Tech, a manufacturing business. Zoning to the east includes commercial and residential areas consisting of Union High School and single-family residences. There are no density requirements for BP and LI/BP within Camas City limits.

Building Design

The proposed commercial building design includes a variety of brown tones that blend in with the surrounding area. There will be varying roof lines and facades to break up the 12,574 square-foot building. The elevations for the food cart station include a rustic barn-like building to blend in with the natural landscape and Oregon White Oak tree. The coffee kiosk will be similar in color and style to the commercial building. Overall, the development mitigates the size and scale differences of the proposed buildings by including multiple articulations, materials, and roof forms to break up the buildings into smaller components including the use of landscaping to help soften not only the appearance of the buildings but also the parking area on site.

Site Design

The proposed site design includes building setbacks along the street frontages that incorporate landscaping to help buffer and distance the proposed use from the public on NW Friberg-Strunk Street and NW Lake Road. There is also a 60-foot wide Clark Public Utilities Department (PUD) easement along the west property line that encroaches the property by 30 feet. Parking is placed primarily along the perimeter of the east, south, and west property lines to accommodate the PUD easement and the retention of the Oregon White Oak tree. Site design is discussed further under Criterion B of the Site Plan Review section of this staff report.

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

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

To minimize potential adverse impacts, the proposed site design includes perimeter landscape buffers at street frontages to buffer the proposed use from existing adjacent uses and the public right-of-way. Parking is required to be landscaped at all perimeters, as well as the drive-thru lanes for the coffee

kiosk. The commercial building along the northern property line will include one to two-story commercial spaces which is consistent with the storage facility building height to the north. Buildings are setback from property lines and constructed of a variety of materials and colors with varying architectural elements for a cohesive design complimentary with surrounding uses. The food cart station is at the center of the site surrounding the oak tree. The area will be landscaped along the perimeter and parking areas to minimize impacts to adjacent uses. The commercial building and coffee kiosk are outright permitted uses and are located to the exterior portions of the site, further screening the food cart station.

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

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

FINDING: As mentioned above in Section A of the Site Plan Review Criteria, the development is consistent with the goals and policies of the comprehensive plan.

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

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

PUBLIC COMMENTS

As of the writing this staff report, staff has received one comment from the Department of Ecology which is discussed in the SEPA section of this staff report regarding the wetland.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that the Oak Tree Station (CUP22-01) could be approved with the applicable standards and all conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the conditional use permit for the Oak Tree Station (CUP22-01) subject to the following conditions of approval:

CONDITIONS OF APPROVAL

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 3% plan review and construction inspection (PR&CI) fee for the proposed development outside of the building footprints.
 - a. The 3% 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 1% plan review (PR) fee is to be paid prior to first review.
 - d. Payment of the 2% construction inspection (CI) fee is to be paid prior to release of approved construction drawings by CDev Engineering Dept.
 - 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 Dept. 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% 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.cammas.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.
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 Dept.
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. The development shall not encroach 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 5-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.
42. In order to not impact the traffic system in the AM and PM peak hours, the food carts should be conditioned to have operating hours no earlier than 11:00 AM and no later than 3:30 PM weekdays.

Prior to Final Engineering Plan Submittal:

43. The applicant shall be required to submit the updated TIA for review and approval by Camas staff, the City of Vancouver, and Clark County.
44. The applicant shall be required to provide an updated trip distribution analysis, based on the current ITE manual, for review by the City of Camas, City of Vancouver, and Clark County. The updated trip distribution is to include City of Camas intersections; will provide the City of Vancouver with the number of PM peak hour trips to the proportionate share intersections; and allow for Clark County to determine if there are 5 or more PM peak hour trips impacting regionally significant intersections or corridors under Clark County jurisdiction within 2 miles of the project.
45. The applicant shall provide an updated trip distribution analysis that identifies the number of PM Peak Hour trips that are distributed to City of Vancouver's proportionate share intersections: NE 192nd Avenue & NE 13th Street; SE 192nd Avenue & SE 34th Street; and SE 192 Avenue & SR-14 Ramps.
46. Staff recommends a condition of approval that prior to final engineering plan submittal, the applicant should be required to submit an updated TIA for staff to reassess the LOS at all study intersections.

Prior to Final Engineering Plan Approval:

Planning:

47. The applicant will be required to obtain a Nationwide permit from the US Army Corps of Engineers.
48. A mitigation plan is required per CMC 16.51.180 and shall be submitted prior to engineering plan approval.
49. 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 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.
50. Temporary construction fencing is required prior to construction around the Oregon White Oak Tree Protection Zone and shall remain throughout permitted construction activities.

Engineering:

51. 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 garbage and recycling providers.

[Roads]

52. 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.
53. 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 5-feet in width with ADA compliant 6-foot wide sidewalks.

[Transportation]

54. 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.
55. The site plans and the landscape plans are to include the site distance triangles at both drive access locations on NW Lake Road.
56. 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]

57. The applicant shall be required to submit sanitary sewer utility plans with the following revisions to the private onsite sanitary sewer system:
 - d. The locations of each of the STEP tanks are to be accessible for maintenance and inspections.
 - e. STEP tanks located within paved surfaces are to be designed with traffic rated access lids.
 - f. 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.

58. 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]

59. 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.
60. 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.
61. 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. Dispersal to the stormwater conveyance system in NW Lake Road is not approved.
62. 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]

63. The applicant shall be required to submit revised onsite water utility plans for review and approval with the following changes:
- g. An above-ground RPBA, is to be located behind the water meter and is to be accessible for inspections and testing.
64. 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.
65. The applicant shall be required to submit water utility plans with the following revisions to the fire line water system:
- h. 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."
 - i. 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]

66. 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:

67. 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:

68. 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:

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

Engineering:

70. 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.
71. 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.
72. 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.
73. The 2-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:

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

Prior to Final Occupancy:

Planning:

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