



STAFF REPORT

Camas Station

File No. CUP22-02 (Consolidated files SP22-01, SPRV22-02, DR22-02, SEPA22-07)

Type III

Staff Report Date: July 21, 2022

<u>TO:</u>	Hearings Examiner	<u>HEARING DATE:</u>	July 26, 2022
<u>PROPOSAL:</u>	To subdivide 2.16-acres into 3 commercial lots and construct a 7,350 square foot convenience store/car wash and 12 pump gas station, a 3,900 square foot drive thru coffee shop/retail building, a 2,800 square foot retail building including associated landscaping, parking, utilities and other improvements such as electric vehicle charging stalls.		
<u>LOCATION:</u>	The site is located at the northwest corner of the intersection of NW 16 th Avenue and NW Brady Road in NW ¼ of Section 9, Township 1 North, Range 3 East, of the Willamette Meridian; and described as tax parcel # 127357000.		
<u>APPLICANT/OWNER:</u>	Howard Bode CK Designs, LP 2689 Red Arrow Drive Las Vegas, NV 89135		
<u>APPLICATION SUBMITTED:</u>	February 24, 2022; resubmitted March 31, 2022	<u>APPLICATION COMPLETE:</u>	April 4, 2022
<u>STATE ENVIRONMENTAL POLICY ACT (SEPA):</u>	The City issued a SEPA Mitigated Determination of Non-significance (MDNS) July 7, 2022. The comment period ends July 21, 2022. Legal publication #704660.		
<u>PUBLIC NOTICES:</u>	Notice of Application was mailed to property owners within 300 feet of the site April 6, 2022 and published in the Post Record on April 7, 2022. Legal publication #678940. Notice of public hearing was mailed to property owners July 6, 2022 and published in the Post Record on July 7, 2022. Legal publication #704650.		

APPLICABLE LAW: The application was submitted on **February 24, 2022**, and the applicable codes are those codes that were in effect at the date of application. Camas Municipal Code Chapters (CMC): Title 16 Environment, Title 17 Land Development; and Title 18 Zoning; Specifically (not limited to): Chapter 16.51 General Provisions; Chapter 17.09 Short Subdivisions, Chapter 17.19 Design & Improvement Standards; Chapter 18.07 Use Authorization, Chapter 18.11 Parking; Chapter 18.13 Landscaping; Chapter 18.18 Site Plan Review; Chapter 18.43 Conditional Use Permits; and Chapter 18.55 Administrative Provisions.

CONTENTS

SUMMARY	2
DISCUSSION and FINDINGS.....	3
<i>Title 16 Environment.....</i>	<i>3</i>
<i>Title 17 Land Development</i>	<i>3</i>
<i>Title 18 Zoning</i>	<i>6</i>
PUBLIC COMMENTS	29
CONCLUSION	29
RECOMMENDATION	29
CONDITIONS OF APPROVAL.....	29

SUMMARY

An application has been submitted to the City of Camas for conditional use permit approval of a 7,350 square foot convenience store/car wash and 12 pump gas station as well as 3,900 square foot drive thru coffee shop/retail building in the Community Commercial (CC) zone. The development also includes the construction of a 2,800 square foot retail building in addition to associated landscaping, parking, utilities, and other improvements such as electric vehicle charging stalls. The proposal also consists of subdividing 2.16-acres into 3 commercial lots to be constructed in 3 phases. Phase 1 includes the convenience store/car wash and gas station; Phase 2 includes the drive-thru coffee shop/retail building; and Phase 3 includes the retail building. Vehicular access to the site is provided from NW Brady Road and NW 16th Avenue with the majority of landscaping focused at the property lines.

The property abuts the north side of NW 16th Avenue and the west side of NW Brady Road in the Community Commercial (CC) zone. Properties immediately to the west and north are zoned Regional Commercial (RC), which was the previous Hidden Gardens Nursery. South of NW 16th Avenue is Prune Hill Park zoned Neighborhood Park and east of NW Brady Road are residential homes zoned Single-Family Residential (R-12).

Site topography is relatively flat and transitions to a slope that descends from south to north with vegetation consisting of trees, shrubs and grass including invasive species. The subject parcel is currently vacant and undeveloped. Critical areas as defined by the Camas Municipal Code are not present on site.

The project requires permits and approval from the City, which include: a conditional use permit, short plat review, site plan review, design review, SEPA review, engineering site construction approval and building permits.

DISCUSSION and FINDINGS

Title 16 Environment

STATE ENVIRONMENTAL POLICY ACT (SEPA22-07)

CMC CHAPTER 16.07

A SEPA checklist was submitted and a Mitigated Determination of Non Significance (MDNS) was issued July 7, 2022. The comment period ends July 21, 2022. As of the writing of the staff report, the City received SEPA comments from Ecology concerning erosion control measures from and utilizing clean fill materials (Exhibit 51). Clark County transportation had no specific comments (Exhibit 38).

FINDING: Staff finds the mitigation measure identified in the SEPA MDNS including comments from Ecology will need to be complied with and conditioned as such.

ARCHAEOLOGICAL RESOURCE PRESERVATION

CMC CHAPTER 16.31

City staff contacted the State Department of Archaeology and Historic Preservation (DAHP) to confirm whether an archaeological site was within a ¼ mile of the project site. DAHP confirmed no further archaeological oversight was required.

FINDING: Staff finds a conditional of approval is required that if potential artifacts are discovered during the course of construction, work must immediately cease and both State Department of Archaeological and Historic Preservation and the City will need be notified.

Title 17 Land Development

SHORT SUBDIVISIONS (SP22-01)

CMC CHAPTER 17.09

17.09.030(D) Criteria for Preliminary Short Plat Approval:

1. The proposed short plat is in conformance with the Camas comprehensive plan, neighborhood traffic management plan, Camas parks and open space plan, and any other city adopted plans;

City of Camas Comprehensive Plan:

The subject property is designated as Commercial in the city's Comprehensive Plan, which includes the Community Commercial (CC) zone designation. The applicable comprehensive goals and policies are referenced at Criteria E under the Conditional Use Permit section below in this staff report. The applicant is proposing lots required to meet the CC development design criteria, which is further discussed under approval criteria 6 of this section below and under Criterion B of the Conditional Use Permit section of this staff report.

Neighborhood Traffic Management:

The city has Neighborhood Traffic Management (NTM) Guidelines for mitigating impacts of new land development on local or neighborhood streets. The Tier 2 NTM Guidelines requires that the Traffic Impact Analysis (TIA), aka Transportation Impact Study (TIS), should identify if the project adds more than 25 vehicles per hour (two-way AM, PM and/or retail peak hours) to a street and if the proposed development will exceed 700 Average Daily Trips (ADTs) or more. An estimate will be made of the potential (in the future at build-out of nearby lands) for a neighborhood or local street to exceed 700-vehicles per day.

Based on the projected number of average daily trips (ADTs), a transportation impact study was required. The Transportation Impact Study (TIS) dated February 2, 2022, was prepared by Lancaster Mobley, and submitted with the application. Based on Table 6: Capacity Analysis Summary, of the report, both NW Brady Road and NW 16th Avenue are suitable for the additional trips added by the

proposed development. There are no measurable impacts to local neighborhood streets and therefore, no NTM measures are proposed.

Parks and Open Space Plan:

The 2014 Parks, Recreation and Open Space (PROS) Comprehensive Plan does not identify a required trail or park improvements within or adjacent to the subject parcel. Therefore, this plan is not applicable to this project.

FINDING: Staff finds that the proposed project can or will be compatible with the aforementioned City plans as discussed throughout this staff report.

2. Provisions have been made for water, storm drainage, erosion control and sanitary sewage disposal for the short plat which are consistent with current standards and plans as adopted in the Camas Design Standard Manual;

Water:

Provisions for a water distribution system are required per CMC 17.19.040.C.4. Water distribution is discussed in detail under Site Plan Review Criterion C of this staff report.

Storm Drainage:

Provisions for a stormwater system are required per CMC 14.02 Stormwater Control and CMC 17.19.040.C.3 Storm Drainage. Storm Drainage provisions are discussed in detail under Site Plan Review Criterion C of this staff report.

Erosion Control:

Per CMC 17.21.030 any land-disturbing activities will be required to meet the provisions for erosion prevention and sediment control as outlined in CMC 17.21.030 and CMC 14.06. Erosion Control provisions are discussed in detail under Site Plan Review Criterion C of this staff report.

Sanitary Sewage Disposal:

Provisions for the sanitary sewer system are required per CMC 17.19.040.C.2 Sanitary Sewer. Sanitary Sewer provisions are discussed in detail under Site Plan Review Criterion C of this staff report.

FINDING: Staff finds that, as conditioned under the Site Plan Review Criterion C of this staff report, the applicant can or will make adequate provisions for water, storm drainage, erosion control, sanitary sewer disposal in accordance with the Camas Design Standards Manual, and other state adopted standards and plans.

3. Provisions have been made for road, utilities, street lighting, street trees and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual and other state adopted standards and plans;

Roads:

Provisions for street improvements are required per CMC 17.19.040.B Streets. Street Improvements are discussed in detail under Site Plan Review Criterion C below of this staff report.

Utilities, Street Lighting, Street Trees, and Other Improvements:

[Public Utilities]: There are not any public utilities required for this development.

[Private Utilities]: All private utilities are to be installed underground, per CMC 8.52.040. Private utilities are discussed in detail under Site Plan Review Criterion D below in this staff report.

[Street lighting]: Street lighting is discussed in detail under Site Plan Review Criterion D below in this staff report.

[Street Trees/landscaping]: Refer to Criterion B of the Site Plan Review section of this staff report for

discussion regarding street trees and landscaping.

FINDING: Staff finds that, as conditioned under the Site Plan Review Criterion C and D of this staff report, the applicant can or will make adequate provision for roads, utilities, street lighting, street trees, and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual, and other state adopted standards and plans.

4. Provisions have been made for dedications, easements, and reservations;

[ROW Dedications]: The applicant will be required to dedicate right-of-way along NW 16th Avenue, which is discussed in detail under Site Plan Review Criterion C ‘Roads’ below in this staff report.

[Easements]: The applicant will be required to provide the following:

- A utility access and maintenance easement, for the sanitary sewer system and the water distribution system, is to be provided across future Lot 1, Lot 2, and Lot 3 for the benefit of each future Lot.
- The stormwater system, including the conveyance system, treatment and detention, and access to said stormwater system is to be owned and maintained by the Applicant and/or Property Owners with right-of entry easement granted to the city for the purpose of inspection.

Easements will be discussed in further detail under Site Plan Review Criterion C below in the staff report.

[Reservations]: There are no reservations with the proposed development.

Staff recommends a condition of approval that prior to final plat approval, that all the necessary dedications and easements should be noted on the final plat.

FINDING: Staff finds that, as conditioned, the applicant can or will make provisions for dedications, easements, and reservations for the proposed development.

5. Appropriate provisions are made to address all impacts identified by the transportation impact study.

A Transportation Impact Study (TIS) dated February 2, 2022 was submitted with the application. The transportation impact study (TIS) is discussed in detail under Site Plan Review Criterion C – ‘Roads’ and ‘Traffic and Transportation’ of this staff report.

6. The design, shape and orientation of the proposed lots are appropriate to the proposed use for which the lots are intended;

The proposed three (3) lot short plat is zoned Community Commercial (CC) and intended for future commercial uses as allowed per CMC 18.07.030 Table 1. There are no minimum density and dimensional standards for commercial zones per CMC 18.09.030 Table 1 as discussed under Criterion B of the Conditional Use Permit section of this staff report. However, building and parking setbacks have been proposed due to grading and required landscape buffers as discussed throughout this staff report.

FINDING: Staff finds that the lot layout as proposed is appropriate for commercial uses per CMC 18.09.030 Table 1.

7. Provisions are made for the maintenance of commonly owned private facilities;

Provisions for maintenance of privately owned facilities is discussed in detail under Site Plan Review Criterion C – ‘Stormwater’ and Criterion D – ‘Private Services and Utilities’ below in this staff report.

FINDING: Staff finds that adequate provisions of maintenance of commonly owned private facilities can or will be made, as conditioned in Site Plan Review Criterion C and D, by the applicant at the time of final short plat approval.

8. The short plat complies with the relevant requirements of the Camas land development code and zoning codes, and all other relevant local regulations;

FINDING: Staff finds, as conditioned, the preliminary short plat can or will meet the relevant requirements of Title 16 Environment, Title 17 Land Development, and Title 18 Zoning as discussed throughout this staff report. Staff also find the proposed development can and will meet all other relevant requirements for stormwater and erosion control per CMC Title 14. The final plat will be processed in accordance with the requirement of CMC 17.21.060.

Title 18 Zoning

CONDITIONAL USE PERMIT (CUP22-02)

CMC CHAPTER 18.43

CMC 18.43.050 – Criteria:

A. 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 convenience store/gas station and drive-thru coffee shop are allowed uses subject to a conditional use permit in the Community Commercial (CC) zone per CMC 18.07.030 Table 1 *Commercial and Industrial land uses*. CMC 18.03.030 defines gas/fuel station with mini market as an “*establishment engaged in the sale of gasoline or other auto fuel together with a minor incidental building in which incidental items including snack foods and beverages are sold.*” A “gas/fuel station with mini market” is an allowed use subject to a Conditional Use Permit. A “coffee shop/café/kiosk” is an outright permitted use per CMC 18.07.030 Table 1. However, because the coffee shop contains a drive thru, the use is also considered a “restaurant, fast food” use, where food orders are not taken at a table and may offer a drive thru. Therefore, the proposed drive thru coffee shop is also an allowed use subject to a Conditional Use Permit. A “electric vehicle battery charging station and rapid charging station” is an outright permitted use. The future proposed use for the retail spaces 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 at face value detrimental.

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 residential characteristics of a neighborhood to include single-story buildings with gable roof design features and setback and buffered with landscaping from the streetscape. The parking areas and the fuel island will be located behind the buildings and screened from passerby on NW Brady Road, which will also reduce the impacts on adjacent residential uses.

The applicant is also required to obtain all necessary permits for emissions from Southwest Clean Air Agency (SWCAA) and as required by any other local, state and federal agency per the SEPA Mitigated Determination of Non Significance (Exhibit 25). In addition, the applicant submitted a memo from Southwest Clean Air Agency (SWCAA) (Exhibit 36), which included emission standards (Exhibit 37) concerning gasoline vapor emissions.

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.

B. 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 and building height. However, building and parking setbacks are provided due to site grading and required landscape buffers (Exhibit 6).

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 commercial uses are subject to the Design Review requirements of CMC 18.19 and therefore elevation drawings, exterior colors, lighting 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 below 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.

C. 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 includes single-family residential developments, three existing schools, and both unimproved and undeveloped commercial parcels.

The existing road system consists of a collector, NW 16th Avenue along the south side; and an arterial, NW Brady Road along the east side.

- NW Brady Road is a fully improved 3-lane arterial with curb & gutter, detached sidewalks, planter strips, bike lanes, street lighting, and a dedicated left-turn lane at the signal. Additional road improvements are not required.
- NW Brady Road separates the commercial zones from the residential zones to the east.
- NW 16th Avenue is a 2-lane collector that consists of improvements on the south side of the road only. The applicant will be required to construct half-width street improvements on the north side of the road along the frontage, which will include additional paved surface width, curb & gutter, detached sidewalk, and planter strip.

There are three existing schools: Prune Hill Elementary, Odyssey Middle School, and Discovery High School, which are located west of the proposed development that generate a significant amount of morning and afternoon vehicular traffic from the surrounding single-family residential areas to the east, west, north, and south.

The existing traffic movements, in all four directions, are controlled with a traffic signal at the intersection of NW 16th Avenue and NW Brady Road; a 3-way stop controlled intersection at NW 16th Avenue, NW Tidland Street, and the Prune Hill Elementary drive access; and a 4-way stop controlled intersection at NW Parker Street and NW Pacific Rim Blvd. All existing local roads onto NW Brady Road, NW 16th Avenue, NW 18th Avenue, and NW Parker Street are stop controlled.

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

- 35 MPH northbound and southbound on NW Brady Road/NW Parker Street;
- 25 MPH eastbound and westbound on NW 16th Avenue, NW Tidland Street, and NW 18th Avenue; and

- 20 MPH school speed limit in all four directions, including on the east side of the traffic signal at NW Brady Road and NW 16th Avenue.

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 below of this staff report.

[Pedestrian Circulation]

Proposed internal pedestrian walkways connect the project site with the existing sidewalk along NW Brady Road and the new 6-foot wide detached sidewalk, which will be constructed with the half-street improvements along north side of NW 16th Avenue for adequate pedestrian circulation as shown on the proposed site plan (Exhibit 6). 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 and west zoned Regional Commercial (RC), which have compatible commercial uses including convenience store/gas station and drive thru coffee shop uses that are outright permitted. Zoning to the east across NW Brady Road is Single-Family Residential (R-12) with a maximum density of 3.6 dwelling units per net acre. Zoning to the south across NW 16th Avenue is Neighborhood Park (NP), which does not have a density requirement.

[Building Design]

The proposed building design is influenced by the existing character of the nearby residential neighborhoods to include a single-story gabled roof design components with exterior architectural features and materials consistent with that of a residential use. To mitigate the size and scale differences of the proposed commercial buildings with nearby residential uses, the structures include multiple articulations, materials and roof forms to break up the building into smaller components including the use of landscaping to help soften not only the appearance of the building but also the parking area located internally on the site.

[Site Design]

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 Brady Road and NW 16th Avenue. Parking is placed to the interior of the site behind the buildings thereby reducing impacts to the existing homes across NW Brady Road. Based on the existing topography, retaining walls are proposed throughout the site and mitigated for as discussed 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.

D. 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, proposed site design includes perimeter landscape buffers at the project site’s property lines and at street frontages to buffer the proposed use from existing adjacent residential uses and vehicular/pedestrian traffic. Parking is placed to the interior of the site and drive thru lanes are buffered and screened (Exhibit 6). 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 applicant is also required to obtain all necessary permits for emissions from Southwest Clean Air Agency (SWCAA) and as required by any other local, state and federal agency per the SEPA Mitigated Determination of Non Significance (Exhibit 25). In addition, the applicant submitted a memo from Southwest Clean Air Agency (SWCAA) (Exhibit 36), which included emission standards (Exhibit 37) concerning gasoline vapor emissions.

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;

The subject property is designated as Commercial in the Camas 2035 Comprehensive Plan, which includes the Community Commercial (CC) zone designation. The convenience store/gas station and drive thru coffee shop 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 in order to ensure an adequate supply of commercial and industrial land to meet 20-year employment projections.
- Housing Policy H-1.6: Encourage in-fill development on vacant or underutilized sites, subject to design review guidelines, that had adequate urban services, and ensure that the development is compatible with the surrounding neighborhood.
- Economic Development Policy ED-1.8: Ensure that development standards are balanced in order to promote high-quality building and site design and encourage businesses to operate in an environmentally responsible manner.

Per section 6.4.3 of the Camas 2035 Comprehensive Plan, the subject property is located near the Grass Valley area where land uses include large technology and manufacturing campuses, surrounded by retail and commercial services and residential development. Increasing retail services in support of residential, industrial, and professional business growth is highly desirable in the Grass Valley area per the Camas 2035 Comprehensive Plan.

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 within the Grass Valley area as well as compatible site and building design with the surrounding area.

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;

Per CMC 18.43.070, a conditional use permit automatically expires one year after the date it was granted, unless a building permit conforming to the plans for which the CUP was granted is obtained within that period of time. Unless substantial construction of this site commences within two (2) years

of issuance of this decision, this permit will expire. However, the hearings examiner may authorize longer periods for a CUP.

At page 26 of the applicant's narrative (Exhibit 2), the applicant requests the condition use permit expire 5-years after the date the decision was issued to allow sufficient time for full build out of all 3 phases of this project. Staff supports the applicant's request.

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.

A. Compatibility with the city's comprehensive plan;

FINDING: The proposed development is in compliance with the comprehensive plan goals and policies referenced at Criteria E under the Conditional Use Permit section of this staff report.

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 B under the Conditional Use Permit section of this staff report.

Parking

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

- A *"gas station with mini market"* use requires one parking space per nozzle plus 1 space per 250 square feet of gross floor area. Based on the proposed 5,000 square foot convenience store and 12 gas pumps, 20 parking stalls are required plus 12 spaces at the gas pumps.
- A *"car wash"* use requires 1 space per 2 employees.
- A *"fast food restaurant/coffee kiosk"* use requires one space per 110 square feet of gross floor area, plus 6 stacking spaces for drive-through lane. Based on the proposed 2,500 square foot drive thru coffee shop, 22 parking stalls are required plus 6 stacking spaces in the drive-thru lane.
- A *"retail store"* use requires one space per 300 square feet if less than 5,000 square feet in size. Based on the 4,200 square feet of total retail store use, 14 parking stalls are required.

As such, 57 parking stalls are required in the parking lot area and 58 have been provided for plus 12 spaces at the pumps and 10 stacking spaces in the coffee shop drive thru lane in compliance with the required off-street parking space requirements. 16 of the 58 parking stalls are compact stalls as allowed per CMC 18.11.020.D. In addition, 4 vacuum cleaner stalls, 6 stalls electrical vehicular (EV) charging stations, 3 ADA stalls and 1 interchangeable ADA/EV stall are also provided.

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, dated February 2022, the off-street parking stalls for the EV Charging Stations and canopy meet this requirement. However, three (3) of the four (4) proposed vacuum stalls are located within the 40-foot

sidewalk setback from NW 16th Avenue; with the first vacuum stall located 10-feet from the back of the sidewalk at the access drive off NW 16th Avenue and therefore does not meet the minimum setback standard for a roadway classified as a collector.

Staff recommends a condition of approval that prior to final engineering plan approval the site plans are to be revised to relocate the vacuum stalls at the drive access from NW 16th Avenue, to be a minimum of 40-feet from the back of sidewalk in order to meet the CDSM Table 1, Note 2 standards for off-street parking from back of sidewalk on a collector.

The preliminary site plan proposes to provide a striped pedestrian pathway from the ADA parking space in front of the convenience store on future Lot 3, thru the 12-pump fueling station island, to the proposed ADA EV parking stall on the west side of the development. The pedestrian pathway is shown to be located adjacent to, and alongside, the southside of the center set of fueling pumps. The proposed location has the potential to put pedestrians in conflict with vehicles pulling alongside the two fueling pumps.

Staff recommends a condition of approval that prior to final engineering plan approval the site plans are to be revised to locate the pedestrian pathway such that pedestrians are not in conflict with vehicles pulling up alongside any of the proposed fueling pumps. Additionally, the pedestrian pathway is required to meet ADA standards from the Convenience Store ADA parking space to the ADA EV parking stall.

Landscaping

The proposal must comply with the applicable landscaping standards in CMC Chapter 18.13. The applicant has focused the planting areas to those around 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 Brady Road adjacent to the site's frontage. The street tree species proposed along the site's frontage with NW 16th Avenue is Paperbark Maple and Royal Burgundy Cherry, which are listed as allowed tree species on the City's approved 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 applies to the northern and eastern property lines and has been proposed. For compliance with this requirement, staff finds additional shrubs should be provided at the western property line adjacent to the proposed retail building and conditioned as such.

Per CMC 18.13.055(A) Table 1, a 5-foot wide (L2) low screen landscape buffer is required at the eastern property line along NW Brady Road where commercial uses abut residentially zoned property separated by a street and no landscape buffer is required for commercial uses adjacent to park zoned property. However, per the pre-application notes provided by staff to the applicant (Exhibit 3), the drive-thru uses abutting the street frontages should be heavily landscaped for sufficient screening and buffering. In response, the applicant proposed approximately 15-foot wide (L2) low screen landscape buffer along NW Brady Road as shown on the preliminary landscape plan (Exhibit 11). To further enhance the landscape buffer and minimize the impact of the proposed use, staff recommends a condition of approval that additional shrubs consistent with CMC 18.13.055.B.3.b be provided east of the car wash and immediately south of the proposed walkway.

Also, per the pre-application notes (Exhibit 11), staff indicated a 10-ft. L3 high screen landscape buffer should be provided along NW 16th Avenue to screen the carwash drive thru from NW 16th Avenue.

However, at page 14 of the applicant's narrative, a 10-ft. wide landscape buffer is infeasible due to grading challenges as well as providing sufficient drive thru access and fuel truck maneuvering. The applicant's alternative solution is to provide a 5-ft wide (L2) low screen landscape buffer with a 4-ft high CMU wall to screen the vehicles in the car wash queue. Per CMC 18.13.055.B, a masonry wall can be substituted for landscaping for the purpose of screening. Therefore, staff finds the proposed combined 4-ft. high wall and 5-foot low screen landscape buffer meets the intent of screening and buffering the proposed drive-thru from NW 16th Avenue. However, staff recommends a condition of approval that the section of the 4-ft. high CMU wall east of the pedestrian walkway from NW 16th Avenue should be removed for vision clearance and pedestrian safety.

[Parking lot landscaping]:

The purpose of landscaping within parking areas is to not only to minimize the visual impact of paved areas but also provide for shade and relief per CMC 18.13.060.B. With 72 proposed parking stalls, 12 parking lot planter islands are required per CMC 18.13.060.C and have been provided for throughout the parking lot in compliance with this requirement. The required parking lot planter islands should comply with the minimum 8x8 planter area requirement and tree planter areas should include five hundred cubic feet of soil per CMC 18.13.060.E. 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/Tree Survey]:

Per CMC 18.13.051(A) Table 1- Required Tree Density, a minimum of 20 tree units (TU) per net (developable) acre is required to be incorporated into the overall landscape plan. An arborist report was prepared by Olson Environmental LLC dated January 31, 2022 (Exhibit 22) and surveyed 37 significant trees on site with a high portion of the trees to be in poor health, dead and/or structurally unsound. Per the arborist report, all trees on site are recommended for removal due to tree health and construction improvements. Any existing off-site trees should not be removed if proposed without permission from the property owner. Based on the 2.16-net acreage, 43 TU's are required. The applicant is proposing 98 TU's with the proposed preliminary landscape plan, which exceeds the minimum TU per net acre requirement and therefore in compliance with the tree unit density requirement.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant submit to the city for review and approval a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13. 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

The preliminary grading plan identifies a retaining wall along the western property line up to 4-feet in height and along the northern property line up to 6-feet in height. In addition, 2-tier six (6) foot tall retaining walls up to approximately 224 lineal feet wrap the northeast portion of the coffee drive-thru visible from NW Brady Road and the site's northeast entrance. Per CMC 18.17.060.B, retaining walls shall not exceed six feet in height and are in compliance with this requirement. Per the applicant's narrative at page 21, a 3-4-foot planting area is provided between the two walls with medium shrubs at the base of both walls to reduce scale and avoid a blank look.

Signage

CMC 18.15.060.A.2 states, *"If plans submitted for Design Review include construction plans in sufficient detail to determine compliance with the provisions of this chapter, then issuance of such design review may constitute approval of the placement of sign or signs (other structural/mechanical permits may be*

required).” Detailed construction plans for signage was not provided and therefore a separate building permit will be required if signage is proposed and conditioned as such.

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

Provisions for street improvements are required per CMC 17.19.040.B Streets.

[Public Roads]: The proposed short plat development is bordered on the east side by NW Brady Road and on the south side by NW 16th Avenue. Per the city’s 2016 Transportation Comp Plan, NW Brady Road is classified as an existing 3-lane arterial and NW 16th Avenue is classified as an existing 2 or 3-lane collector. NW Brady Road is a fully improved 3-lane roadway with curb & gutter, sidewalks, planter strips on both sides of the road, and a center left-turn lane at the signal. NW 16th Avenue is an improved roadway on the south side of the road only, with curb & gutter, sidewalk, planter strip, and street lights.

Per CMC 17.19.040.B.1, half-width street improvements are required from the centerline of the existing right-of-way and are to provide the minimum structural street section per the CDSM. Per Table 2 – General Guidelines for Geometry of a Roadway (Public), 3 Lane Collector / Arterial are as follows:

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

The preliminary site plans are proposing the following half-width street improvement:

NW Brady Road:

- Half-width street improvements are not required as this is a fully improved roadway. However, a new restricted right-in / right-out only drive access is required.
- The preliminary site plans show that the off-street parking stalls, located along the north property line of future Lots 1 and 2, are shown to meet the minimum 50-foot setback requirement.
- The preliminary site plans show the curb radii on both sides of the drive access to be 25-foot with a 35-foot wide drive aisle. Per Table 2 the minimum curb radii on an arterial is to be 35-feet on both sides. As shown, the curb radii do not meet the minimum requirements of 35-feet per Table 2 of the CDSM.
- Based on the applicant’s circulation plan (Exhibit 16), vehicles larger than passenger size, are shown to swing to the north and into the ingress aisle when exiting the site. This is not supported by staff. Additionally, vehicles turning right onto NW Brady Road are not to swing into onsite ingress lane nor into the NW Brady Road left-turn refuge lane when exiting the site.

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

- The north curb radius is to be increased to the minimum 35-foot curb radii with an ADA accessible curb ramp.
- The south curb radius is to be increased to a curb radius dimension, in excess of the minimum 35-foot, that will allow for ingress and egress of all vehicles entering and exiting the site without impeding on the onsite ingress aisle or the existing left-turn refuge lane on NW Brady Road.
- A new circulation plan is to be submitted with the revisions noted and is to include southbound movements onto the site from NW Brady Road.

Per CMC 17.19.040.B.1, half-width street improvements are required to the centerline of the right-of-way and are to be provide the minimum structural street section per the CDSM. Per Table 2 – General Guidelines for Geometry of a Roadway (Public), 2 Lane Collector / Arterial are as follows:

- 2-Lane collector/arterial, consisting of 60-foot right-of-way, 36-feet of paved street width, 5-foot detached sidewalks and 4.5 & 5.5-foot planter strips on both sides, no parking on both sides, and street lighting.
- Curb radii, at drive access locations, are to be a minimum of 35-feet;
- ADA accessible curb ramps on both sides of the drive access location; and
- Off-street parking setbacks, at the ingress aisles, are to be 40-feet from back of sidewalk.

The preliminary site plans are proposing the following street improvements:

NW 16th Avenue:

- Half-width street improvements along the frontage of the proposed development are shown.
- The preliminary site plans show 17-feet of right-of-way dedication for a total 57-foot right-of-way; an additional 23-feet of paved street width for a total of 43-feet of paved street width; a 6-foot detached sidewalk; a 7.5-foot landscape strip; and a 5-foot landscape buffer behind the sidewalk and located within the future right-of-way. The dedicated and total right-of-way widths do not meet the minimum standard, per Table 2 and as shown, are not supported by staff.
- The preliminary site plans show the curb radii on both sides of the drive access to be 25 feet with a 36-foot wide drive aisle. Per Table 2 the minimum curb radii on an arterial is to be 35-feet on both sides. As shown, the curb radii do not meet the minimum requirements of 35-feet per Table 2 of the CDSM.
- The preliminary site plans show that the six (6) EV parking stalls, located along the west property line of future Lot 3, are shown to meet the minimum 40-foot setback requirement.
- However, three (3) of the four (4) vacuum stalls, located along the west property line, do not meet the minimum 40-foot setback requirement. This is not supported by staff.
- Based on the applicant's circulation plan (Exhibit 16), vehicles larger than passenger size, are shown to swing to enter the site from NW 16th Avenue via NW Brady Road. There appears to be a chance of vehicles larger than passenger vehicles, impacting onsite curbs and landscape islands. As this is a private parking lot that will be owned and maintained by the applicant and/or property owners, staff does not have any additional comments concerning onsite circulation from NW 16th Avenue and potential impact to curbs and landscaping.

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

- The west and east curb radii at the drive access from NW 16th Avenue is to be increased to the minimum 35-foot curb radii, with ADA accessible curb ramps on both sides.

- The four (4) vacuum stalls are to meet the minimum 40-foot setback from back of sidewalk.
- The dedicated right-of-way width is to be increased to meet the total right-of-way width of 60-feet.

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.

[ROW Dedications]: The preliminary site plans indicate that the applicant proposes to dedicate 17-feet of right-of-way width for a total right-of-way width of 57-feet. This does not meet the minimum right-of-way width for a 2-lane collector / arterial, per CDSM Table 2, General Guidelines for Geometry of Roadway, and is therefore not supported by staff.

Staff recommends a condition of approval that prior to final engineering plan approval and final plat approval, the applicant is to submit revised site plans with a total 20-feet of additional right-of-way width along the north side of NW 16th Avenue, resulting in a total right-of-way width of 60-feet.

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. The applicant has proposed one drive access off NW Brady Road:

- The proposed drive access is located at the northmost property line of the proposed development. This location is approximately 315-feet north of the intersection of NW Brady Road and NW 16th Avenue. The proposed drive access location does not meet the minimum access spacing standards; however, a deviation from the minimum spacing standards is conditionally supported by the city engineer. The proposed access is conditioned to be a right-in / right-out only. Left-turns from NW Brady Road to the proposed development will not be permitted and the drive access will be signed as such.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit signing and striping plans with the appropriate hardscaping (e.g. onsite concrete island), and signage denoting: 'Right-in / Right-out Only' and 'Left-Turns not Permitted'.

Per the *Camas Design Standards Manual, Table 3 Access Spacing Standards*, the access spacing on a collector roadway is a minimum of 330-feet and a maximum of 600-feet. The applicant has proposed one drive access off NW 16th Avenue:

- The proposed drive access is located at the westernmost property line of the proposed development. This location is approximately 285-feet west of the intersection of NW 16th Avenue and NW Brady Road. The proposed drive access location does not meet the minimum access spacing standards; however, the drive access is placed as far west from the said intersection as feasible and, a deviation from the minimum spacing standards is supported by the city engineer. This location is a full access drive for ingress and egress movements.

[Private Roads]: There are no private roads required with the proposed development.

However, there are drive aisles that traverse across and provide access to and through future Lots 1, 2, and 3. Per CDSM Table 1 – Guidelines for Geometry of Private Roadway, Note 2.c Aisles dimensions: One-way aisle - minimum width 15-feet wide; two-way aisle - minimum width 24-feet wide. The onsite drive aisle widths meet or exceed the minimum two-way drive aisle width requirements.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat that states: "A blanket access easement is to be provided across Lot 1, Lot 2, and Lot 3 for

the benefit of each of the said Lots.” A plat note to this effect is warranted.

The preliminary site plan and the narrative discuss construction phasing as follows:

- Phase 1 (future Lot 3) – Convenience Store, Car Wash, and Fueling Facility;
- Phase 2 (future Lot 2) – Coffee shop and Retail Building;
- Phase 3 (future Lot 1) – Retail Building; and
- Associated infrastructure improvements for fire life safety, drive aisles for emergency vehicle access, and installation of fire hydrants.

The applicant submitted a circulation plan that did not address any onsite turning movements, specifically to individual Phases and/or Lots. The circulation plan addresses ingress via the NW 16th Avenue drive access and egress via the drive access onto NW Brady Road. Additionally, the submitted February 2, 2022 Transportation Impact Study (TIS) did not address traffic movements with one drive access versus two drive accesses. Based on the submitted circulation plan and the February 2, 2022 Transportation Impact Study (TIS), staff recommends the following condition relating to construction phasing.:

Staff recommends a condition of approval that prior to final engineering plan approval the applicant is to be required to submit revised site plans that show Phase 1 construction in include the following:

- Construction of the full half-width frontage improvements along NW 16th Avenue;
- Construction of both drive accesses located on NW Brady Road and NW 16th Avenue;
- Full width drive aisles and/or parking lot through the site from NW 16th Avenue to NW Brady Road.

Traffic and Transportation

Per CMC 18.18.040.E a traffic impact study (TIS) may be required when a development will generate 100 or more average daily trips (ADTs). As the proposed development is projected to generate approximately 1,131 average daily pass-by trips (ADTs), a traffic impact study was required.

A Transportation Impact Study (TIS) dated February 2, 2022 was prepared by Lancaster Mobley and submitted with the application. The study was based on the proposed land uses; 4,200 square feet of retail, 2,500 square feet of coffee shop, and a 5,000 square foot convenience store with a car wash and 6-fueling pumps for 12-fueling positions.

[Trip Generation]:

Per the TIS, trip generation for the proposed development was calculated based on the four applicable service oriented Land-use Codes, as referenced in the current 11th Edition of the Institute of Transportation Engineers (ITE) Trip General Manual: Strip Retail Plaza, Coffee Shop w/Drive-thru, Convenience Store / Gas Station, and Automated Car Wash.

The proposed development is estimated to *“generate 543 new morning peak hour driveway trips, 408 new evening peak hour driveway trips, and 4,749 new daily driveway trips.”* Accounting for the pass-by trips associated with the various land uses for the proposed development, *“the project is expected to generate 111 new morning (AM) peak hour primary trips, 107 new evening (PM) peak hour primary trips, and 1,131 average weekday trips to the local transportation network. A mixed-use internalization credit of approximately 11% was applied to the retail and restaurant trips, using the NCHRP 684 Internalization methodology.”*

As shown on Table 3 – Trip Generation Summary of the TIS, the trip generation calculation show that the proposed project is estimated to have a net increase in trip generation of 111 morning (AM) peak hour trips, 107 evening (PM) peak hour trips, and 1,131 daily (ADTs) trips.

[Trip Distribution]:

The distribution of site trips to and from the proposed development was estimated based on locations of likely trip destinations, locations of major transportation facilities in the site vicinity, and travel patterns at the study area intersections.

The following trip distribution is proposed for primary trips:

- *Approximately 45 percent of site trips will travel to/from the north on NW Brady Road*
 - *Approximately 15 percent will travel to/from locations northeast of the site on NW 24th Avenue.*
 - *Approximately 10 percent will travel to/from locations northeast of the site on NW Pacific Rim Boulevard.*
 - *Approximately 10 percent will travel to/from locations northwest of the site on NW Pacific Rim Boulevard.*
- *Approximately 20 percent of site trips will travel to/from the south on NW Brady Road:*
 - *Approximately 5 percent will travel to/from locations southeast of the site NW 12th Loop.*
 - *Approximately 5 percent will travel to/from locations southeast of the site on NW McIntosh Road.*
 - *Approximately 5 percent will travel to/from locations southwest of the site on NW Grand Ridge Drive.*
- *Approximately 25 percent of site trips will travel to/from the east on NW 16th Avenue:*
 - *Approximately 10 percent will travel to/from locations northeast of the site on NW Klickitat Street.*
 - *Approximately 10 percent will travel to/from locations southeast of the site on NW Klickitat Street.*
- *Approximately 10 percent of site trips will travel to/from the west on NW 16th Avenue.*

The trip distribution and assignment for the total site trips generated during the morning (AM) and evening (PM) peak hours are shown in Figure 3, page 10 of the TIS.

[City of Vancouver and Clark County]:

The TIS was sent to both the City of Vancouver and Clark County for a ‘Transportation Concurrency Review’. The applicant was required to provide trip distribution for the adjacent intersections located within the City of Camas, and for those City of Vancouver intersections in the vicinity of the proposed development that are subject to proportionate share fees for PM Peak Hour trips.

The City of Vancouver’s May 11, 2022 concurrency review comments are as follows:

Based on the trip distribution percentages provided in the report, it appears that up to 20% of the trips may travel to/from the south along Brady Road. (See the screenshot below.) In other words, up to 35% of the total trips to/from this project will likely have an impact on the City of Vancouver’s Street system. The trip generation in the report indicates the total new PM peak hour trips generated by this project will be 107 trips, so we can expect approximately 37 new PM peak hour trips on Vancouver’s Street system.

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 for the intersections of SE 192nd Avenue & SE 34th Street, and SE 192nd Avenue & SR-14 Ramp.

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

The table shown below provides the Fee Rate per PM Peak Hour trip the intersections listed in said table:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
SE 192 nd Ave & SE 34 th St	\$150 per PM peak hour trip	TBD	\$0.00 TBD
SE 192 nd Ave & SR-14 ramps	\$2,000 per PM peak hour trip	TBD	\$0.00 TBD
Total Proportionate Share Cost			\$0.00 TBD

Based on the above table, prior to the issuance of final engineering plan approval and final plat approval, the applicant shall pay proportionate share fees to the City of Vancouver totaling \$____."

Staff recommends a condition of approval that prior to final engineering plan approval and final plat approval 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 July 11, 2022, SEPA review comments are as follows:

The proposed development site is located on parcel number 127357-000 in Camas. The Camas Station seeks to construct a 7,360 square-foot convenience store with car wash and 12 fueling position fueling facility. The applicant is also proposing the construction of a 3,900 square-foot multi-tenant retail structure to include a 2,500 square-foot coffee shop with drive through and indoor seating and a 1,400 square foot retail space. Because this development is not expected generate more than 10 new peak hour trips on regionally significant intersections and corridors under county jurisdiction, county concurrency has no further comments and requires no further concurrency related analysis.

[Sight Distance Evaluation at Accesses]:

Per the TIS, a field investigation was conducted to measure sight distance of the two site access driveways on NW Brady Road and NW 16th Avenue. Additionally, both intersection sight distance (ISD) and stopping sight distance (SSD) are assessed.

“The ISD is an operational measure, intended to provide a sufficient line of sight along the major street so that a driver can turn from the minor street without impeding traffic flow. The SSD is the minimum requirement to ensure safe operation of the roadway. Stopping sight distance allows an oncoming driver to see a hazard in the roadway, react, and come to a complete stop if necessary to avoid a collision. As long as the available intersection sight distance is at least equal to the minimum required stopping sight distance for the design speed of the roadway, adequate sight distance is available for safe operation of the intersection.”

“NW Brady Road & Site Access Driveway #1:

The site access driveway located on NW Brady Road will be restricted to right-in/right-out access only, due to the existing southbound left-turn pocket at the intersection of NW Brady Road & NW 16th Avenue, therefore, only north of the site access driveway was analyzed for sight distance. NW Brady Road currently has a posted speed of 35 mph and has a three-lane cross-section fronting the proposed development. Based on these factors, the recommended intersection sight distance is 475 feet. Looking to the north, approaching vehicles have an average uphill grade of 8.0 percent and the required stopping sight distance is 275 feet. The following observations were made:

- Looking north the sight distance was measured to exceed 750 feet; thus, the 475-foot intersection sight distance recommendation is exceeded.

Sufficient sight distance will be maintained by the proposed development by keeping clear sight distance triangles for each approach including structures and planted foliage.”

Staff recommends a condition of approval that prior to final engineering plan approval, the site plans are to be submitted with the site vision clearance / site distance triangles shown on the final engineering plans at the access locations at NW Brady Road and NW 16th Avenue. Additionally, the applicant is to verify that the vision clearance / site distance triangle requirements have been met prior to final acceptance.

[Intersection Level of Service (LOS)]:

Per the submitted TIS “a capacity and delay analysis were conducted for each of the study intersections per the signalized and unsignalized intersection analysis methodologies in the *Highway Capacity Manual* (HCM)4. Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

Performance Standards for LOS:

The study area includes intersections in the City of Camas. According to the Camas Transportation Impact Study Guidelines, a minimum LOS D should be maintained on collector and arterial streets.”

Per Table 6: Capacity Analysis Summary, the applicable intersections that were studied for LOS, delay and v/c results are projected to operate at a LOS of A, B, or C under the 2024 Buildout scenario.

[Turn-Lane Warrants]:

Left-turn lane warrants were examined for the eastbound traffic at the intersection of Site Access Driveway #2 & NW 16th Avenue. No left turns will be permitted along NW Brady Road; therefore, no left-turn lane into the site access located on NW Brady Road will be warranted. All other unsignalized study intersections have existing left-turn lanes.

A left-turn refuge lane is primarily a safety consideration for the major street, removing left-turning vehicles from the through traffic stream. Warrants were based on the methodology outlined in the

National Cooperative Highway Research Program (NCHRP) Report Number 4573. This methodology evaluates the need for a left-turn lane based on the number of left-turning vehicles, the number of travel lanes, the number of advancing and opposing vehicles, and the roadway travel speed.

Left-turn lane warrants were not met for the eastbound approach of Site Access Driveway #2 & NW 16th Avenue.

Staff recommends a condition of approval that prior to final engineering plan approval signing and striping plans are to be submitted for review and approval in order to address the required restriping and applicable signing on NW 16th Avenue to accommodate the new turning movements for the proposed development.

[Signal Warrants]:

Preliminary traffic signal warrants were examined for the unsignalized study intersections to determine whether the installation of a new traffic signal will be warranted at the intersections by the 2024 site buildout year. Based on the preliminary analysis following a review of Warrant 1 in the *Manual on Uniform Traffic Control Devices, or MUTCD*, traffic signal warrants are not projected to be met at the unsignalized study intersections under year 2024 conditions, regardless of whether or not the proposed development is constructed. Therefore, traffic signals are not projected to be warranted under any of the analysis scenarios. Detailed information on the warrant analysis is included in Appendix C.

Conclusions noted in the TIS report:

- *The trip generation calculations show that the proposed project is estimated to generate 543 new morning peak hour driveway trips, 408 new evening peak hour driveway trips, and 4,749 new daily driveway trips. Accounting for the pass-by trips associated with the various land uses, the project is expected to generate a 111 new morning peak hour primary trips, 107 new evening peak hour primary trips, and 1,131 new daily primary trips.*
- *No significant trends or crash patterns were identified at any of the study intersections.*
- *A sight distance analysis was conducted at the two site access driveways, the following observations were made:*
 - *Looking north the sight distance is measured to exceed 750-feet from Driveway #1 at NW Brady Road. Looking south from Driveway #1 at NW Brady Road to the signal at the intersection, site distance exceeds the 475-foot intersection sight distance recommendation. **Staff Concurs.***
 - *The sight distance is measured to exceed 750-feet east of NW 16th Avenue & Site Access Driveway #2 after onsite foliage is removed during construction, which exceeds the 335-foot intersection sight distance requirement. **Staff Concurs.***
 - *Looking west the sight distance was measured to be approximately 305-feet, which ends at the 3-way stop controlled intersection. Therefore the maximum sight distance is met. **Staff Concurs.***
- *Left-turn Lane warrants were examined for the intersection of Site Access Driveway #2 & NW 16th Avenue [report incorrectly noted as NW Brady Road] and were determined to not be warranted. **Staff Concurs that a dedicated left-turn lane is not warranted, however the applicant is conditioned to restripe NW 16th Avenue to include a center median and bike lanes, based on the new roadway width.***
- *No left-turns will be permitted along NW Brady Road; therefore, no left-turn lane into the site access located on NW Brady Road will be warranted. All other unsignalized study intersections have existing left-turn lanes. **Staff Concurs.***
- *The proposed development will not trigger the need for any new traffic signals. **Staff Concurs.***

- *All study intersections are projected to operate within the City of Camas standards under all analysis scenarios. **Staff Concurs.***
- *No mitigation at any study area transportation facilities is recommended as a result of this project. **Staff Concurs.***
- *All intersections within the study area are projected to have queue lengths that do not exceed the available storage capacity under buildout conditions. **Staff Concurs.***

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

Provisions for the sanitary sewer system are required per CMC 17.19.040.C.2 Sanitary Sewer.

There are two existing sanitary sewer pressure mains to serve the proposed development. There is an existing 8-inch sanitary pressure main located on the north side of NW 16th Avenue and a 10-inch PVC STEP main located in the center NW Brady Road. A 6-inch PVC sanitary sewer lateral was stubbed to the site of the proposed development as part of the NW Brady Road Improvements that were completed in 2019/2020.

[Onsite Private Sanitary Sewer System]:

The preliminary utility plans provide for the extension of the 6-inch pressure sewer line, from the existing lateral at the drive access on NW Brady Road, thru future Lot 2 in order to serve future Lot 1 and Lot 3. A dedicated STEP tank is shown for each of the said Lots.

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 within the paved areas and will be accessible for maintenance and inspections. As the STEP tanks will be located within a paved surface, the access lids are to be traffic rated. The applicant is responsible for sizing each of the STEP tanks for the proposed use of future Lot 1, Lot 2, and Lot 3.

Per Sanitary Note #4, on the preliminary utility plans, “sanitary easements will be granted to the city of Camas as required”, 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 and prior to final plat approval, the applicant is to submit sanitary sewer utility plans with the following revisions to the private onsite sanitary sewer system:

- The STEP tanks for each future Lot 1, Lot 2, and Lot 3 are to be designed with traffic rated access lids as they are located within paved surfaces.
- The applicant is responsible for sizing of the STEP tanks for future Lot 1, Lot 2, and Lot 3. Specifications, design, and calculations for sizing the STEP tanks for each of the proposed commercial buildings, are to be submitted for to the city review and approval prior to installation.
- A blanket utility easement, for the sanitary sewer system, is to be provided across all future Lots for the benefit of Lot 1, Lot 2, and Lot 3.

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

FINDING: Staff finds that, as conditioned, the applicant can and will provide sanitary sewer improvements consistent with the City’s Design Standards Manual.

Storm Sewer

Provisions for a stormwater system are required per CMC 14.02 Stormwater Control and CMC 17.19.040.C.3 Storm Drainage.

The proposed development is approximately 94,090 sf (2.16 acres) of undeveloped property that consists of grass, blackberries, and a mixture of deciduous trees. The project is proposing to short plat the 2.16 acre parcel into three commercial parcels.

A preliminary drainage analysis (TIR) dated February 8, 2022, was prepared by Olson Engineering, and submitted with the application. Per the preliminary TIR, the site is approximately 2.33 acres (101,495 sf) in size; is unimproved and covered with grass, various types of deciduous trees, and blackberries. The site currently slopes from the southwest to the northeast, with the existing grades sloping from 0% to 10%. There are two existing roads along the east side by NW Brady Road, and along the southside by NW 16th Avenue. Stormwater runoff currently drains towards NW Brady Road and the existing undeveloped parcel to the north. There is an existing commercial landscaping business along the west side of the proposed development.

Per the preliminary TIR, the site will consist of 1.894 acres of impervious surfaces; which includes roof surfaces, sidewalks, pavement, and driveways; and 0.436 acres of landscaping. The proposed developable acreage referenced in the preliminary TIR is in excess of the amount of acreage noted in the application. While the difference in acreage is less than a 0.20 acres, the acreage in the application appears to be correct.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit a revised the final drainage analysis for review and approval, with the acreage revised to match the application. Additionally, the final drainage analysis is to revise the applicable amounts of impervious surfaces and landscape areas.

- Submittal of a hard copy of the final drainage analysis (TIR) is not required, however, the final drainage analysis is to be submitted in an electronic (PDF) format.

Per Ecology’s current *Stormwater Management Manual for Western Washington (2019 SWMMWW)* Figure I-3.1 Flow Chart for Determining Requirements for New Development (Vol. I, Chapter 3):

- If the project results in 5,000 sf or greater of new plus replaced hard surface area then Minimum Requirements (MRs) #1- #9 will apply.

The proposed short plat 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.

Minimum Requirement #1, Stormwater Site Plans were included on the preliminary site plans that were submitted with the application. The preliminary site plans indicate that stormwater in the areas of the trash enclosures and the fueling station are to be collected and conveyed into the storm sewer. This is not supported by staff.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit revised stormwater and sanitary sewer plans with the catch basins located within the trash enclosures and in the vicinity of the fueling station routed to the sanitary sewer system.

Minimum Requirement #2, Construction Stormwater Pollution Prevention Plan (SWPPP) is conditioned to be submitted prior to any land-disturbing activities.

Minimum Requirements (MRs) #3 thru #8 are addressed in the preliminary drainage analysis (TIR).

The preliminary TIR addresses all Minimum Requirements (MRs) #1 - #9. However, MR #9 – Operation and Maintenance (O&M) has included references and sections from the city's 2009 O&M Manual. There has been a 2022 update to the city's O&M Manual, which is currently included on the city's Public Works Stormwater webpage: <https://www.cityofcamas.us/publicworks/page/stormwater-maintenance>.

Staff recommends a condition of approval that prior to final engineering plan approval that the final TIR be resubmitted with MR #9 – Operation & Maintenance section revised to reference the city's 2022 Operation and Maintenance Manual.

The onsite stormwater system in its entirety; including collection, conveyance, treatment, and detention are to be privately owned and maintained by the applicant / property owners. A right-of-entry is to be provided to the city for inspection purposes.

Staff finds a condition of approval is warranted that prior to final plat approval, a note is to be added to the plat that states " The onsite stormwater system in its entirety; including collection, conveyance, treatment, and detention are to be privately owned and maintained by the applicant and/or property owners. A right-of-entry is to be granted to the city for inspection purposes."

FINDINGS: Staff finds that, as conditioned, adequate provisions for stormwater control, conveyance, and water quality treatment can or will be made.

Water

Provisions for a water distribution system are required per CMC 17.19.040.C.4.

There are two existing water mains that will provide water to the proposed development. There is an existing 12-inch ductile iron water main located on the south side of NW 16th Avenue and an 18-inch water main located on the east side of NW Brady Road. There are not any existing water services stubbed to the proposed development site.

[Onsite Private Water System]:

The preliminary utility plans show the following provisions for onsite water:

- Future Lot 3, Proposed Convenience Store & Car Wash: a new domestic water service and meter to be stubbed water from NW 16th Avenue to the future building. In addition to the domestic water meter, an above-ground RPBA is to be located behind the domestic water meter and is to be accessible for inspections and testing.
- Future Lot 2, Proposed Commercial Building: a new domestic water service and meter to be stubbed from NW Brady Road to the future building. In addition to the domestic water meter, an above-ground RPBA is to be located behind the domestic water meter and is to be accessible for inspections and testing.

- Future Lot 1, Proposed Commercial Building: new water service and meter to be stubbed from NW 16th Avenue, crossing future Lot 3, for the benefit of the future building on Lot 1. In addition to the domestic water meter, an above-ground RPBA is to be located behind the domestic water meter and is to be accessible for inspections and testing.
- Per Water Note #2, the waterline for future Lot 1 is to be placed within an easement across future Lot 3 for the benefit of future Lot 1.
- Per Water Note #3, on the preliminary utility plans, the “water easements will be granted to the city of Camas as required”, however, outside of the right-of-way the onsite water system and all its components are to be privately owned and maintained by the applicant and/or property owners.
- The preliminary water plans indicate a separate irrigation meter, which will also require a backflow prevention device located behind the irrigation meter.

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

- Based on the recent construction on NW Brady Road, the water service to future Lot 2 is to be served from the 12-inch water main on NW 16th Avenue. Applicant to work with staff on the location of the onsite water line during final engineering plan approval.
- The three domestic water meters and above-ground RPBAs, for the commercial buildings on future Lot 1, Lot 2, and Lot 3 are to be located at the public right-of-way in a location that is accessible for inspections and testing.
- The irrigation meter and backflow prevention device is to be located at the public right-of-way and is to be accessible for testing and inspection.
- The water utility plans and landscape plans are to include the locations and sizes of all three domestic water meters and the irrigation meter with backflow prevention devices.

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

Per the CDSM, a separate fire line is required, unless otherwise approved by the Fire Marshal. The preliminary water plans indicate that the fire line will be stubbed from NW 16th Avenue to a new fire hydrant located adjacent to the south side of the proposed Convenience Store and Car Wash Building on future Lot 3.

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 final engineering plans and to the final plat 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.”

- A note is to be added to the final engineering plans stating that “all private fire hydrants are to be ordered direct from the factory and factory painted powder coated red.”
- Plans for the fire line are to be submitted to the Fire Marshall’s office for the NFPA24 Fire Main Underground Permit prior to any fire line installation beyond the right-of-way.

FINDING: Staff finds that, as conditioned, the applicant can and will provide water system improvements consistent with the City’s Design Standards Manual.

Erosion Control

Per CMC 17.21.030 any land-disturbing activities will be required to meet the provisions for erosion prevention and sediment control as outlined in CMC 17.21.030 and CMC 14.06.

The existing parcel is approximately 94,090 sf (2.16 acres) in size. Per CMC 14.06.200 and CMC 17.21.030.B, an approved form of financial security, in the amount of two hundred percent (200%) of the engineer’s estimate for erosion and sediment control, will be required prior to any land-disturbing activities that are greater than one acre. Prior to commencement of any land-disturbing activities for the proposed development the financial security for erosion and sediment control is to be submitted to engineering.

Per CMC 17.21.030 and CMC 14.06.030.C, the applicant for the proposed development shall submit a *Construction Stormwater Pollution Prevention Plan* (SWPPP), for any proposed development that is an acre or larger. Additionally, any land-disturbing activities greater than one acre are required to obtain an *NPDES General Construction Stormwater Permit* (NPDES GCSWP) from Ecology. The SWPPP is a component of the NPDES GCSWP permit. Prior to commencement of any land-disturbing activities, a copy of the NPDES GCSWP and the SWPPP are to be submitted to engineering.

FINDING: Staff finds that the proposed project can or will meet the requirements for erosion control per CDSM and Municipal Code.

FINDING: Staff finds that adequate provisions, as conditioned, can 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 and Private Utilities

[Public Utilities]: There are not any public utilities required for this development.

[Private Services and Utilities]: All private utilities, including power, phone, cable, etc. are to be installed underground, per CMC 8.52.040.

The applicant is proposing to install pole mounted lights within the parking lot, under the EV parking canopy, under the fueling station canopy, and wall mounted lights on the buildings. The applicant and/or property owners will be responsible for maintenance of all onsite lighting as noted.

The applicant and/or property owners shall be responsible for maintenance of all on-site private improvements: including but not limited to the private water and fire line system; the private sanitary sewer system, including STEP tanks; the on-site stormwater system, including collection, conveyance, treatment, and detention; the parking areas; pedestrian pathways; CMU wall and retaining walls; lighting for parking lots and building exteriors; and landscaping.

[Street lighting]: LED street lighting shall be installed along all street frontages in accordance with Camas Design Standards Manual (CDSM).

Street lighting currently exists along NW Brady Road and along NW 16th Avenue. The applicant is not proposing to install additional street lighting along either NW 16th Avenue or NW Brady Road, however, the applicant did not provide a lighting analysis for either of the existing road frontages.

Parks and Trails

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

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

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

There are no public utilities that will require maintenance by the applicant.

The applicant will be required to maintain private improvements on the subject property that are not public improvements, such as the onsite stormwater system, including treatment and detention facility; private onsite water system, including hydrants; private onsite sanitary sewer system, including STEP tanks; parking areas, associated landscaping, and other private improvements. The applicant will be required to obtain fire and building permits and perform to the standards of Title 15 CMC.

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.

DESIGN REVIEW (DR22-02)

CMC CHAPTER 18.19

Design Review Committee member attendees: Whitney Henion, Heather Vo, Casey Wycoff, Kevin Breuner, Planning Commission liaison Georel Niles, and Council member liaison Greg Anderson. Dawn Redmond was excused.

Design Review is required for new developments within commercial zones per CMC 18.19.020 and therefore the proposal is subject to the applicable design review standards in CMC 18.19.050.A *Standard Principles* 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 public meeting was held July 12, 2022, to review the proposal and recommend conditions or other actions necessary for overall general compliance with the DRM. The Design Review Committee’s checklist for review compliance is included as Exhibit 35.

CMC 18.19.050.A Standard Principles:

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

Landscaping provides buffers and screening at property lines, defines the streetscape and softens buildings, walls, and the parking area via planter islands. As such, the proposed landscaping integrates the development into the surrounding environment. Landscaping and existing trees are discussed in further detail under criteria B of the Site Plan Review section of this report.

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

Retaining existing significant trees are infeasible due to tree health per the arborist report (Exhibit 22) and due to the required grading of the existing topography to accommodate construction improvements.

3. Buildings shall have a “finished” look. Any use of panelized materials shall be integrated into the development in a manner that achieves a seamless appearance.

The buildings/canopies elevations (Exhibits 7 through 10) are articulated with varying materials to include stucco, stone, brick, wood, and cement to be painted in dark, muted earth-toned colors in red, brown and gray. The building façades include aluminum storefront window systems, stone veneer columns and metal canopies. All three buildings including the fuel/vacuum canopies display similar materials within the development that achieve a seamless appearance. Staff recommends a condition of approval that prior to building permit approval, the proposed architectural elevations should be consistent with the Design Review approval.

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

The proposed development incorporated graphics of the 1883 survey maps from the Columbia River on the car wash façade for historical context of the surrounding area.

CMC 18.19.050.B Specific Principles:

2. Commercial and Mixed Uses

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

The on-site parking is placed to the interior of the development and behind the buildings that front NW Brady Road, except for the vacuum stalls that are located adjacent to NW 16th Avenue that are screened with landscaping.

Vehicles in the queue of the car wash drive thru are screened from NW 16th Ave via a 4-foot tall CMU wall and 5-foot wide landscape buffer. The balance of the drive thru for the car wash including the coffee shop drive thru is also screened with landscaping. The Design Review Committee expressed concern regarding the visual impact of car headlights in the queue of the coffee-shop drive thru lane on neighboring properties and passerby. The applicant indicated that additional evergreen trees could be planted along the coffee shop drive thru lane to mitigate this concern. The applicant also indicated a safety barrier will be provided at the top of the retaining wall adjacent to the car wash drive thru. As such, staff finds a condition of approval is required that additional evergreen trees should be planted along the coffee shop drive thru lane and specifications for the safety barrier be submitted to City staff for review and approval prior to final engineering plan approval.

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

Due to the existing sloping topography and required retaining walls along the street frontage, the buildings were placed as close to NW Brady Road as possible. Proposed walkways that connect existing and proposed adjacent sidewalks including the enhanced landscaping help define streetscape. However, the Design Review Committee did not find that the building facades facing the streetscape provided a high degree of window transparency nor maximized visibility of pedestrian active uses per the Design

Review Manual as the car wash façade has no windows, and the coffee shop/retail drive thru does not provide storefront windows that enliven the streetscape. To provide for more window transparency and pedestrian visibility, staff recommends a condition of approval that the applicant provide windows on the car wash and coffee shop building façades facing NW Brady Road.

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

To help mitigate size and scale differences with existing single-family residences across NW Brady Road to the east, the convenience store/car wash and the coffee shop/retail buildings are setback approximately 35-40 feet from back of sidewalk and buffered with landscaping along NW Brady Road. In addition, parking is placed away from the residential uses with the buildings acting as a buffer to the parking. The proposed building heights for the commercial structures at 20-26 feet are less than the allowable building height for residential structures at 35-feet. The buildings are designed to mitigate size and scale differences.

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

The proposed buildings and structures are compatible in design with each other and connected with both vehicular and pedestrian circulation creating a cohesive development.

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

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

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

The buildings provide visual interest and variety using different materials/colors and architectural elements such as awnings and roof forms that provides both vertical and horizontal articulation to avoid a blank look (Exhibits 7 through 9).

Two (2) tiered 6-foot-tall retaining walls are proposed along the coffee shop drive-thru lane visible from NW Brady Road. Landscaping is proposed both between and at the base of the walls to help reduce the scale of the walls and avoid a blank look. In addition, a 4-foot-tall CMU wall is proposed along the carwash drive thru lane for screening from NW 16th Avenue. The Design Review Committee expressed concern regarding the material used for the retaining walls and recommended a condition of approval that the retaining and CMU walls should be complimentary to the proposed building.

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

Staff finds a condition of approval is required that all outdoor lighting including landscaping, parking lot, building and canopy lighting should be directed, hooded or shielded away from surrounding properties and conditioned as such. If proposed, lighting for signage should be front lit and conditioned as such. Any required street lighting should be reviewed and approved by the City prior to final engineering plan approval. Lighting specifications and a lighting plan should be provided for city review and approval prior to engineering plan approval and conditioned as such.

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

PUBLIC COMMENTS

As of the writing of this staff report, written public comments (Exhibits 39 through 49) were submitted into the record for consideration concerning the following such as the location of the convenience store/gas station next to a park and elementary school, the exposure of neurotoxins to students, pollution/emissions from the gas station, that the development is an incompatible use with the nearby residential neighborhoods and school, added traffic issues, pedestrian safety, and wildlife.

Staff received a memo and emission standards from Southwest Clean Air Agency regarding gasoline vapor emissions (Exhibits 36 and 37).

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes the consolidated application for the Camas Station (Consolidated File # CUP22-02) should be approved, because it does or can comply with the applicable standards if all of the conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the Camas Station (Consolidated File #CUP22-02) subject to the following conditions of approval in addition to the condition of the SEPA permit (File No. SEPA22-07).

CONDITIONS OF APPROVAL

Standard Conditions:

1. Engineering site improvement plans shall be prepared in accordance with the City of Camas Design Standards Manual (CDSM) and CMC 17.19.040.
 - a. Per CMC 17.19.040.C and a: All utilities designed to serve the development shall be placed underground. Those utilities to be located beneath paved surfaces, including all service connections, shall be installed prior to application of any surface materials.
2. The engineering site plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Community Development Engineering Department for review and approval. Submittal requirements for first review are as follows:
 - a. Submit four (4) full size sets and one (1) half size set of plans;
 - b. One (1) hard copy of (TIR) stormwater report;
 - c. Stamped preliminary engineer's estimate.
3. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
 - a. Payment of the 1% plan review (PR) fee shall be due prior to the start of the plan review process.
 - b. Payment of the 2% construction inspection (CI) fee shall be due prior to construction plan approval and release of approved plans to the applicant's consultant.
 - c. Under no circumstances will the applicant be allowed to begin construction prior to construction plan approval.
4. Installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
5. 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.
6. Prior to any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond in the amount of 200% of the cost for erosion control measures, per CMC 14.06.200.
7. If any item of archaeological interest is uncovered during a permitted land-disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
8. A separate new construction permit shall be required from the Fire Marshall's office. Two sets of plan specifications, and other information as may be necessary to determine compliance with fire and life safety code and standards.
9. Permit forms and submittal instructions are available online or can be picked up at the Fire Marshal's office at 605 NE 3rd Avenue.
10. 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.
11. A building permit shall be required prior to commencement of construction of a structure.
12. A building permit shall not be issued prior to completion of site improvements, unless otherwise approved by the Director.
13. At the time of building permit issuance, the applicant shall pay the appropriate impact fees in accordance with the provisions of CMC 3.88.
14. 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.
15. Prior to final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
 - a. As-builts are to be submitted 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.
16. Prior to final acceptance the 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A
 - a. Upon final acceptance of the development improvements a two-year (2) warranty bond commences.
17. Per CMC 17.21.070.E A letter of final acceptance will be issued once all items listed in 17.21.070.B-C.
18. 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.
19. The applicant and/or property owners shall be responsible for maintenance of all on-site private improvements: including but not limited to the private water and fire line system; the private sanitary sewer system, including STEP tanks; the on-site stormwater system, including collection, conveyance, treatment, and detention; the parking areas; pedestrian pathways; CMU wall and retaining walls; lighting for parking lots and building exteriors; and landscaping.
20. Per CMC 18.43.070, a conditional use permit shall automatically expire one year after the date it was granted, unless a building permit conforming to the plans for which the CUP was granted is obtained within that period of time. Unless substantial construction of this site commences within

two (2) years of issuance of this decision, this permit will expire. However, the hearings examiner may authorize longer periods for a CUP.

21. The short plat shall expire if not recorded within 5 years of the date of preliminary short plat approval per CMC 17.09.040.

Special Conditions:

22. The applicant shall comply with the following SEPA22-07 MDNS condition, including DAHP and SWCCA's SEPA review comments.

"The applicant shall secure all necessary permits for emissions from the Southwest Clean Air Agency and as required by any other local, state and federal agency."

Prior to Final Engineering Plan Approval:

Planning

23. The pedestrian crossings internal to the site shall be of a concrete or other distinct material and not striped.
24. The 4-ft. high CMU section of wall east of the proposed pedestrian walkway from NW 16th Avenue should be removed for vision clearance and pedestrian safety.
25. Prior to Engineering Plan approval, a final landscape plan consistent with the landscaping standards in CMC 18.13.050 shall be submitted to the city for review and approval to include the following but not limited to:
 - a. Additional shrubs shall be provided at the western property line adjacent to the proposed retail building.
 - b. Additional shrubs consistent with CMC 18.13.055.B.3.b shall be provided east of the car wash and immediately south of the proposed walkway.
 - c. Parking lot planter islands shall comply with the minimum 8x8 planter area requirement and tree planter areas shall include five hundred cubic feet of soil per CMC 18.13.060.E.
 - d. Wheel stops shall be installed adjacent to planter areas per CMC 18.13.060.F.
 - e. Additional evergreen trees should be provided along the coffee shop drive thru lane.
 - f. Plants utilized shall be per the approved City's Tree list in the Camas Design Manual. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval.
 - g. The planting specifications and landscape notes in the Camas Design Manual shall be included on the final landscape plan.
 - h. Irrigation specifications in the Camas Design Manual shall be noted on the final landscape plan.
 - i. Locations and size of irrigation meters are to be shown on the final landscape plans and on the water utility plans.
26. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three years after issuance of Certificate of Occupancy. If plantings fail to survive, the property owner shall promptly replace them.
27. Any existing off-site trees shall not be removed without permission of the property owner.
28. Specifications for the safety barrier along the coffee shop drive thru lane shall be submitted to the City for review and approval.

29. Windows shall be provided on the car wash and coffee shop building façades facing NW Brady Road for window transparency and pedestrian visibility. Revised elevations shall be submitted to the City for review and approval.
30. The retaining and CMU walls shall compliment the proposed buildings and specifications shall be submitted prior to receiving engineering plan approval.
31. Lighting specifications and a lighting plan shall be submitted for city review and approval.
 - a. All outdoor lighting including landscaping, parking lot, building and canopy lighting shall be directed, hooded, or shielded away from surrounding properties.
 - b. Lighting for signage shall be front lit if proposed.
 - c. Any required street lighting shall be reviewed and approved by the City prior to final engineering plan approval.

Engineering

32. A photometrics analysis is required for NW 16th Avenue to ensure that the roadway lighting meets the requirements of the IES RP-8-21 lighting standards. The analysis is to be submitted for review and approval. Proposed and existing street light locations are to be shown on the final engineering plans. Preliminary electrical plans are to be submitted to the city for review and approval prior to submittal to Clark Public Utilities.
33. The site plans shall be revised to relocate the vacuum stalls at the drive access from NW 16th Avenue, to be a minimum of 40-feet from the back of sidewalk in order to meet the CDSM Table 1, Note 2 standards for off-street parking from back of sidewalk on a collector.
34. The site plans shall be revised to locate the pedestrian pathway such that pedestrians are not in conflict with vehicles pulling up alongside any of the proposed fueling pumps. Additionally, the pedestrian pathway is required to meet ADA standards from the Convenience Store ADA parking space to the ADA EV parking stall.

Roads

35. The site plans are to be submitted with following revisions:
 - a. The north curb radius is to be increased to the minimum 35-foot curb radii with an ADA accessible curb ramp.
 - b. The south curb radius is to be increased to a curb radius dimension, in excess of the minimum 35-foot, that will allow for ingress and egress of all vehicles entering and exiting the site without impeding on the ingress aisle or the existing left-lanes on NW Brady Road.
 - c. A new circulation plan is to be submitted with the revisions noted and is to include southbound movements onto the site from NW Brady Road.
36. The site plans are to be submitted with the following revisions:
 - a. The west and east curb radii at the drive access from NW 16th Avenue is to be increased to the minimum 35-foot curb radii, with ADA accessible curb ramps on both sides.
 - b. The four (4) vacuum stalls are to meet the minimum 40-foot setback from back of sidewalk.
 - c. The dedicated right-of-way width is to be increased to meet the total right-of-way width of 60-feet.
37. Revised site plans are to be submitted with a total 20-feet of additional right-of-way width along the north side of NW 16th Avenue, resulting in a total right-of-way width of 60-feet.

38. Signing and striping plans are to be submitted with the appropriate hardscaping (e.g. onsite concrete island), and signage denoting: 'Right-in / Right-out Only' and 'Left-Turns not Permitted'.
39. Submit revised site plans that show Phase 1 construction in include the following:
 - a. Construction of the full half-width frontage improvements along NW 16th Avenue;
 - b. Construction of both drive accesses located on NW Brady Road and NW 16th Avenue;
 - c. Full width drive aisles and/or parking lot through the site from NW 16th Avenue to NW Brady Road.

Traffic and Transportation

40. The applicant is to provide a trip distribution analysis that identifies the number of PM Peak Hour trips that are distributed to City of Vancouver's proportionate share intersections: SE 192nd Avenue & SE 34th Street; and SE 192 Avenue & SR-14 Ramps.
41. 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.
42. The site plans are to be submitted with the site vision clearance / site distance triangles shown on the final engineering plans at the access locations at NW Brady Road and NW 16th Avenue.
43. Signing and striping plans are to be submitted for review and approval that address the required restriping and applicable signing on NW 16th Avenue to accommodate the new turning movements for the proposed development.

Sanitary Sewer

44. The applicant shall submit sanitary sewer utility plans with the following revisions to the private onsite sanitary sewer system:
 - a. The STEP tanks for each future Lot 1, Lot 2, and Lot 3 are to be designed with traffic rated access lids as they are located within paved surfaces.
 - b. The applicant is responsible for sizing of the STEP tanks for future Lot 1, Lot 2, and Lot 3. Specifications, design, and calculations for sizing the STEP tanks for each of the proposed commercial buildings, are to be submitted for to the city review and approval prior to installation.
 - c. A blanket utility easement, for the sanitary sewer system, is to be provided across all future Lots for the benefit of Lot 1, Lot 2, and Lot 3.
45. A note shall be added to the engineering plans and the final plat indicating that all components of the onsite private sanitary sewer system, including the STEP tanks shall be privately owned and maintained by the property owners, with a right-of-entry granted to the city for inspection purposes.

Storm Sewer

46. A revised the final drainage analysis (TIR) is to be submitted for review and approval, with the acreage revised to match the application. Additionally, the final drainage analysis is to revise the applicable amounts of impervious surfaces and landscape areas.
 - a. Submittal of a hard copy of the final drainage analysis (TIR) is not required, however, the final drainage analysis is to be submitted in an electronic (PDF) format.

47. The applicant shall submit revised stormwater and sanitary sewer plans with the catch basins located within the trash enclosures and in the vicinity of the fueling station routed to the sanitary sewer system.
48. The final TIR is to be resubmitted with MR #9 – Operation & Maintenance section revised to reference the city's 2022 Operation and Maintenance Manual.

Water

49. The applicant shall submit revised onsite water plans for review and approval with the following changes:
 - a. Based on the recent construction on NW Brady Road, the water service to future Lot 2 is to be served from the 12-inch water main on NW 16th Avenue. Applicant to work with staff on the location of the onsite water line during final engineering plan approval.
 - b. The three domestic water meters and above-ground RPBA's, for the commercial buildings on future Lot 1, Lot 2, and Lot 3 are to be located at the public right-of-way in a location that is accessible for inspections and testing.
 - c. The irrigation meter and backflow prevention device is to be located at the public right-of-way and is to be accessible for testing and inspection.
 - d. The water utility plans and landscape plans are to include the locations and sizes of all three domestic water meters and the irrigation meter with backflow prevention devices.
50. The applicant shall submit water utility plans with the following revisions to the fire line water system:
 - a. A note is to be added to the final engineering plans and to the final plat 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 final engineering plans stating that "all private fire hydrants are to be ordered direct from the factory and factory painted powder coated red."
 - c. 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.

Prior to commencement of any land-disturbing activities:

51. The financial security for erosion and sediment control shall be submitted to Engineering.
52. A copy of the NPDES GCSWP and the SWPPP shall be submitted to Engineering.
53. Prior to any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond in the amount of 200% of the cost for erosion control measures, per CMC 14.06.200.

Prior to Final Acceptance:

Planning:

54. Landscaping and irrigation shall be installed or bonded for prior to final acceptance.
55. All temporary erosion prevention and sediment control measures shall be removed from the site at completion of all site improvements, which includes stabilization of all disturbed soil.
56. 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.
57. A 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A
- a. Upon final acceptance of the development improvements a two-year (2) warranty bond commences.

Prior to Final Short Plat Approval:

58. 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.
59. The applicant is to verify that the vision clearance / site distance triangle requirements have been met.
60. A note is to be added to the plat that states: "The onsite stormwater system in its entirety; including collection, conveyance, treatment, and detention are to be privately owned and maintained by the applicant / property owners. A right-of-entry is to be granted to the city for inspection purposes."
61. All necessary dedications and easements shall be noted on the final plat.
62. A note is to be added to the final plat that states: "A blanket access easement is to be provided across Lot 1, Lot 2, and Lot 3 for the benefit of each of the said Lots."
63. A note is to be added to the final plat stating that all components of the onsite private sanitary sewer system, including the STEP tanks shall be privately owned and maintained by the property owners, with a right-of-entry granted to the city for inspection purposes.
64. A note is to be added to the final plat that states: "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."

Prior to Building Permit Approval:

Planning:

65. Detailed construction plans shall be provided for any proposed signage prior to receiving a building occupancy permit. Lighting for signage shall be front lit.
66. Architectural elevations, including building materials and colors, shall be in conformance with the Design Review approval.

Prior to Final Occupancy:

67. The future proposed uses for the retail spaces shall include only the allowed uses in CMC 18.07.030 Table 1.

Proposed Plat Notes

1. A blanket access easement is to be provided across Lot 1, Lot 2, and Lot 3 for the benefit of each of the said Lots.
2. 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.

3. 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.
4. The onsite stormwater system in its entirety; including collection, conveyance, treatment, and detention are to be privately owned and maintained by the applicant and/or property owners. A right-of-entry is to be granted to the city for inspection purposes