



## Narrative

### Existing Conditions

The site is located at the northwest corner of the intersection of NW 16<sup>th</sup> Avenue and NW Brady Road, Camas, Washington, in the CC (Community Commercial) zoning district. The property is further identified as Tax Lot 6, tax assessor's serial number 127357000, located in the Northwest ¼ of Section 09, Township 1 North, Range 3 East of the Willamette Meridian, Clark County. The site is 2.16 acres (94,090 square feet) according to Clark County GIS, 2.16 acres (94,086 square feet) according to a survey by Minister & Glaeser Surveying, Inc.

The subject parcel is currently vacant and unused. There is a mix of deciduous trees on the site. According to Clark County GIS, there are no environmental constraints associated with the subject parcel.

### Permit Approvals Requested and Project Description

With this application, the Applicant seeks Site Plan, Short Plat, Conditional Use Permit and Design Review approval to develop the following:

- An approximately 5,000 square foot, one-story convenience store and car wash (with a total square footage of approximately 7,350 square feet) and associated 12-pump fueling island, electric vehicle charging stalls and vacuum stalls;
- An approximately 3,900 square foot, one-story building containing a 2,500 square foot drive through coffee shop and 1,400 square retail space;
- An approximately 2,800 square foot, one-story retail building;
- A three-lot short plat;
- Associated parking, utilities and other infrastructural improvements.
- Phasing – Construction phasing shall generally follow the phasing as indicated below. Phasing may be adjusted depending on future tenant requirements, construction related issues, market conditions, etc. Even though phasing is listed as Phases 1-3, phasing shall not necessarily follow any predetermined order and some phases may be constructed simultaneously. Infrastructural improvements shall be constructed with each phase to provide for life safety which includes, but is not limited to, installation of fire hydrants, vehicular drive aisles for emergency vehicle access, parking stalls, etc. each sufficient to support each phase. Please see below a description of each phase:
  - Phase 1 – Building 1/5,000 square foot convenience store, car wash and fueling facility.

- Phase 2 – Building 2/3,900 square foot retail building which includes a 2,500 square foot drive through coffee shop and 1,400 square foot retail space.
- Phase 3 – 2,800 square foot retail building.

## **Project Compliance**

This development requires compliance with the following Camas Municipal Code (“CMC”) Code of Ordinances (“Ordinances”):

### **Public Services – Title 13**

#### **Water**

This project will require connections to the existing potable water system owned by the City of Camas. The proposal to extend the water system to the site is consistent with the adopted Water Systems Plan. The water system is designed to provide adequate flow to the site (including fire). Compliance with CMC Title 13 has been demonstrated in the preliminary utility plan provided for in the preliminary engineering that identifies how water and water service will be extended to the future development areas of the site. The City has sufficient water capacity to serve this project.

The development proposes to tap three new water services with water meters to service the proposed commercial structures with two along NW 16<sup>th</sup> Avenue and one proposed along NW Brady Road. Additionally, a new water line is proposed to service a new onsite fire hydrant along NW 16<sup>th</sup> Avenue. The subject property has an existing 12-inch water main located along NW 16<sup>th</sup> Avenue and an 18-inch DIP water main along NW Brady Road.

#### **Sanitary Sewer**

Sanitary sewer will be extended to serve the site. Septic tanks will be installed to capture sewer solids and a connection will be made to the existing sewer system located either within NW Brady Road. An existing 6-inch STEP sewer lateral stub is located in the northeast portion of the site and is connected to an 10-inch STEP sewer main located within NW Brady Road. A septic tank is proposed for each respective commercial structure. A grease interceptor is proposed to supplement one of the proposed convenience store/car wash structures. Effluent received from the septic tanks shall be collected and sent to the public sewer system via an onsite STEP sewer facility.

## **Refuse Collection and Disposal**

Commercial garbage and recycling will be collected on a weekly basis. Two trash enclosures are proposed.

## **Storm Water Drainage**

The proposed development intends to collect and treat runoff for stormwater generated from the property as well as from portions of the right-of-way along NW 16<sup>th</sup> Avenue. Runoff collected from pollution generating impervious surfaces shall receive enhanced treatment and phosphorous removal via biopod facilities prior to being detained in an underground detention facility. Existing on-site soils are poor and are not conducive to infiltration. Stormwater shall be treated, detained, and then conveyed at a reduced flow rate to an existing city stormwater network to the northeast corner of the property along NW Brady Road.

Water used in the car wash will be recycled for reuse. Waste water from the car wash will be routed to the sanitary sewer after possible treatment through an oil/water separator.

The fueling island will be covered. However, a dead end sump with an oil/water separator will collect any stormwater that does fall onto the fueling island.

## **Stormwater Provisions – Title 14**

Stormwater provisions contained within this chapter have been met as indicated below:

### **Stormwater Control – CMC 14.02**

The proposed development intends to collect and treat runoff for stormwater generated from the property as well as from portions of the right-of-way along NW 16<sup>th</sup> Avenue. Runoff collected from pollution generating impervious surfaces shall receive enhanced treatment and phosphorous removal via biopod facilities prior to being detained in an underground detention facility. Existing on-site soils are poor and are not conducive to infiltration. Stormwater shall be treated, detained, and then conveyed at a reduced flow rate to an existing city stormwater network to the northeast corner of the property along NW Brady Road. The stormwater facilities will be designed to meet the requirements of the City of Camas Stormwater Ordinance and Washington State Department of Ecology standards. The stormwater facilities will be owned and maintained by the Applicant. Calculations and information regarding the drainage facilities are included in the Stormwater Report prepared by Olson Engineering, Inc.

Water used in the car wash will be recycled for reuse. Waste water from the car wash will be routed to the sanitary sewer after possible treatment through an oil/water separator.

The fueling island will be covered. However, a dead-end sump with an oil/water separator will collect any stormwater that does fall onto the fueling island.

#### **Illicit Discharges, Dumping and Illicit Connections – CMC 14.04**

The project will not illicitly discharge or dump any material to the stormwater system.

#### **Erosion and Sediment Control – CMC 14.06**

Erosion and sediment control plans will be developed as part of the final civil engineering plan submittal meeting the provisions of this section.

### **Environment – Title 16**

#### **SEPA - CMC 16.01 - 16.19**

The project meets the grading threshold for requiring a SEPA environmental checklist. A SEPA environmental checklist has been provided with this application.

#### **Archaeological Resource Preservation - CMC 16.31**

An email provided from Lauren Hollenbeck, City of Camas Senior Planner, to Mike Odren with Olson Engineering, Inc., dated January 4, 2022, indicated the following response Ms. Hollenbeck received from the Department of Archaeology and Historic Preservation (DAHP) regarding whether an archaeological predetermination was required for this project:

*“4345 NW 16<sup>th</sup> Avenue – no, a predetermination survey was conducted on parcels 127367-000, 127372-000, and 127357-000 in 2019, which includes this address. A historical period archaeological site was found, but was determined to be NOT eligible for the National Register of Historic Places, and therefore it can be removed without further archaeological oversight.”*

Based on this response, an archaeological predetermination is not required for this project.

#### **Public View, Open Space Protection – CMC 16.33**

The proposed development will not interfere with any views from adjacent properties of the Columbia or Washougal Rivers, Lacamas Lake or Mt. Hood from adjacent properties.

The proposed development will not pose any adverse traffic impacts that would undermine the stability, safety and/or character of downtown, a neighborhood, or surrounding areas.

Stormwater treatment and release will meet the City of Camas Stormwater Ordinance, thereby protecting ground and surface waters.

### **Historic Preservation - CMC 16.35**

There are no known historic sites within the development or adjacent to this project.

An email provided from Lauren Hollenbeck, City of Camas Senior Planner, to Mike Odren with Olson Engineering, Inc., dated January 4, 2022, indicated the following response Ms. Hollenbeck received from the Department of Archaeology and Historic Preservation (DAHP) regarding whether an archaeological predetermination was required for this project:

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### **General Provisions for Critical Areas- CMC 16.51**

All general provisions related to Critical Areas, as applicable, have been addressed in this application.

### **Vegetation Removal Permit - CMC 16.51.125**

A report from a certified arborist has been submitted addressing the provisions of this section. Please refer to the Tree Survey, as prepared by Olson Environmental, LLC, dated January 31, 2022, for more information.

### **Wetlands - CMC 16.53**

According to Clark County GIS data, there are no mapping indicators that indicate any wetlands or wetland buffers on the site.

### **Critical Aquifer Recharge Area - CMC 16.55**

According to the City of Camas' CARA Map, the site is not located within a Wellhead Protection Area.

**Frequently Flooded Areas - CMC 16.57**

According to Clark County GIS, the site is not located within a floodplain or floodway.

**Geologically Hazardous Areas - CMC 16.59**

According to Clark County GIS data, there are no mapping indicators that indicate any geologic hazard areas on the site.

**Fish and Wildlife Habitat Conservation Areas – CMC 16.61**

According to Clark County GIS data, there are no mapping indicators that indicate any fish or wildlife habitat conservation areas on site.

## Land Development – Title 17

### **Dedications – CMC 17.01.040**

There is a proposed right-of-way dedication associated with this project. Approximately 17 feet of right-of-way along NW 16<sup>th</sup> Avenue will be dedicated to provide a 37-foot half-width right-of-way. There are no proposed tract or public trail dedications proposed.

### **Boundary Line Adjustments – CMC 17.07**

There are no proposed boundary line adjustments.

### **Short Subdivisions – CMC 17.09**

There are no proposed binding site plans associated with this project. However, the Applicant is seeking preliminary short plat approval. The application shall be processed as a Type II in conjunction with a Type II Site Plan Review decision subject to the provisions of CMC Chapter 18.55.

#### **Criteria for Preliminary Short Plat Approval – CMC 17.09.030.D**

Compliance with the criteria for preliminary short plat approval has been met as described below:

*D. Criteria for Preliminary Short Plat Approval. The community development director or designee shall base their decision on an application for preliminary plat approval on the following criteria:*

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

The proposed three-lot short plat conforms to the Camas Comprehensive plan by complying with the requirements for the underlying zone and other applicable standards. As the short plat is to divide commercially zoned property, there are no open space, park or neighborhood traffic management requirements.

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

Improvements for water, storm drainage, erosion control, and sanitary sewer have been proposed and are consistent with the Camas Design Standard Manual. Refer to the Preliminary Utility Plan and the Preliminary Grading Plan, which have been submitted with this application, for specific information.

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;*

According to the Pre-Application Conference report, NW Brady Road is currently fully built out (including street trees, street lighting, curb and gutter, etc.) and no additional right-of-way dedication or other frontage improvements are required.

NW 16<sup>th</sup> Avenue is identified as a three-lane arterial and has an existing full-width right-of-way of 40 feet and full-width paved width of approximately 37 feet (although the width varies along the subject parcel frontage). Approximately 17 feet of right-of-way will be dedicated to provide a 37-foot half-width right-of-way. Additionally, pavement widening will provide for a 23-foot half-width paved roadway. Other improvements will include a 6-foot detached sidewalk, curb and gutter, street trees, street lighting and stormwater improvements.

These improvements will meet or exceed the requirements of the City's Transportation Plan and the Camas Design Standard Manual.

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

NW 16<sup>th</sup> Avenue is identified as a three-lane arterial and has an existing full-width right-of-way of 40 feet and full-width paved width of approximately 37 feet (although the width varies along the subject parcel frontage). Approximately 17 feet of right-of-way will be dedicated to provide a 37-foot half-width right-of-way.

Easements will be granted over sanitary sewer lines, water lines/meters and for stormwater access and inspection as required by the City of Camas. Refer to Preliminary Utility



Plans for more detailed information. Additional easements that are required, though not shown with the preliminary plans, will be addressed during final civil engineering.

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

There are no proposed or required off-site transportation improvements except for roadway frontage improvements and right-of-way dedication along NE 16<sup>th</sup> Avenue as indicated elsewhere. Please refer to the Transportation Impact Study, dated February 2, 2022, prepared by Lancaster Mobley, Inc. which has been submitted with this application.

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

The proposed lots comply with the minimum lot standards in the CC zoning district and are appropriate for the proposed commercial use of the subject parcel.

7. *Appropriate provisions for maintenance of commonly owned private facilities have been made;*

The proposed stormwater facility and septic tanks will be privately owned and maintained.

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

The proposed short plat complies with Camas land development and zoning codes as indicated elsewhere in this narrative, on the submitted plans and associated reports.

9. *That the plat meets the requirements of Chapter 58.17 RCW and other applicable state and local laws which were in effect at the time of preliminary plat approval.*

The proposed short plat complies with RCW 58.17.110 as follows:

[ . . . ](a) *If appropriate provisions are made for, but not limited to, the public health, safety, and general welfare, for open spaces, drainage ways, streets or roads, alleys, other*

*public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds, and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) whether the public interest will be served by the subdivision and dedication.<sup>1</sup>*

The proposal will or has made appropriate provisions for public services and other amenities; to the extent they are relevant to a short subdivision, namely drainage, sewer, and water.

As the short plat is to divide commercially zoned property, no residential uses are proposed.

Finally, the public interest will be served by the short subdivision because it will facilitate development of additional commercial uses to contribute to the tax base.

#### **Subdivisions – CMC 17.11**

A subdivision is not proposed.

#### **Binding Site Plan – CMC 17.15**

A binding site plan is not proposed.

#### **Design and Improvements Standards – CMC 17.19**

The design and improvement standards listed in this section apply primarily to residential subdivisions. Compliance with required dedications, transportation improvements, utilities, stormwater and other infrastructure standards, as applicable in this section, are addressed elsewhere in this narrative.

#### **Procedures for Public Improvements – CMC 17.21**

The procedures for public improvements as listed in this section apply primarily to residential subdivisions. Compliance with required dedications, transportation improvements, utilities, stormwater, erosion and sediment control, and other infrastructure standards, as applicable in this section, are addressed elsewhere in this narrative.

Required public improvements shall be completed prior to final plat recording unless a bond or other financial surety meeting City of Camas requirements has been posted.

## **Zoning – Title 18**

Per the CMC Chapter 18.55, a Type II Development Review Application (“Type II Application”) is required for this project. The completion of a Site Plan Review, and a Design Review are components of the Type II Application. The following addresses the Site Plan Review and Design Review content requirements pursuant to CMC 18.55.110:

### **Zoning Map and Districts – CMC 18.05**

The site is located within the CC (Community Commercial) zoning district and has been designed in conformance with its underlying zoning district designation.

### **Use Authorization – CMC 18.07**

The proposed convenience store/car wash with fueling island is a Conditional Use in the CC zoning district. The drive through coffee shop and retail uses are all permitted uses in the CC zoning district.

### **Density and Dimensions – CMC 18.09**

Table 1 of CMC 18.09 lists the density and dimensions for the CC zoning district. As there are no proposed residential uses, there are no any minimum lot areas, lot widths, depths, minimum setbacks, lot coverage or building height limitations, the project is in compliance with this chapter.

### **Parking – CMC 18.11**

Vehicular access to the parking lot has been provided off NE Brady Road and NE 16<sup>th</sup> Avenue and located as far as possible from the intersection of the two streets.

The proposal exceeds the minimum parking amount required per this section as follows:

- 5,000 square foot convenience store – 1 stall per 250 square feet = 20 stalls required.
- 12-pump fueling island – 1 stall located at each pump location = 12 stalls.
- 2,500 square foot drive through coffee shop – 1 stall per 110 square feet = 23 stalls required.
- 4,200 square feet total retail use (2,800 square feet and 1,400 square feet) – 1 stall per 300 square feet = 14 stalls required.
- Total parking required – 69 stalls.
- Total Parking stalls provided:
  - 81 stalls, which includes the following:
    - 53 standard stalls, which includes 4 ADA stalls and 7 electric vehicle (EV) stalls;
    - 16 compact stalls;

- 12 stalls located at the fueling island (1 per pump).

Queuing for the car wash and drive through coffee shop exceed the minimum required. There are six (6) queuing spaces for the car wash (exceeding the minimum 6 required) and eleven (11) queuing spaces for the drive through coffee shop. Each queuing space is 8-feet wide by 18 feet deep.

Parking stall dimensions are as follows:

- Standard parking stalls have a dimension of 18 feet deep by 9 feet wide except as follows:
  - Parking stalls along the west side of the convenience store have a dimension of 21 feet deep by 9 feet wide;
  - The proposed EV stalls have a dimension of 24 feet deep by 11 feet wide;
  - The proposed vacuum stalls (not included in the parking stall count above) have a dimension of 18 feet deep by 11 feet wide;
  - Compact stalls have a dimension of 15 feet deep by 8 feet wide.

The proposed drive aisle widths are a minimum of 24 feet.

A joint access and parking easement/agreement will be recorded allowing shared parking on the three proposed lots.

As there is sufficient room outside of the dedicated 24-foot wide drive aisles to accommodate delivery vehicles, a dedicated loading zone has not been provided.

Please refer to the Preliminary Site Plan and Short Plat for more information.

### **Landscaping – CMC 18.13**

A tree survey has been provided meeting the provisions of this section. Please refer to the Tree Survey, as prepared by Olson Environmental, LLC, dated January 31, 2022, for more information.

A Landscape Plan has been submitted meeting or exceeding CMC minimum landscape, screening and buffering, and tree density requirements of 20 tree units per net acre. Refer to the Preliminary Landscape Plan for more information. Further detail is provided below:

- Landscape Buffers
  - Minimum 5-foot wide L1 landscape buffers have been provided along the north and west sides of the project. Minimum 5-foot L2 buffers have been provided along NW 16<sup>th</sup> Avenue and NW Brady Road.
  - The Pre-Application Conference Notes indicate that a 10-foot L3 landscape buffer is required along NW 16<sup>th</sup> Avenue to screen the

drive through for the car wash. However, because of the grading challenges on this steep site, as well as providing for sufficient drive through access for the car wash and drive through coffee shop and allowing for sufficient fueling truck maneuvering through the site, there is only room for a 5-foot landscape buffer along NW 16<sup>th</sup> Avenue. As a mitigation measure, a 4-foot-high CMU wall with landscaping (trees and tall shrubs) exceeding the L3 standard has been proposed to provide additional screening of the vehicles in the car wash queue. It should be noted that the actual landscaping between NW 16<sup>th</sup> Avenue and the car wash queue totals 20 feet and includes two rows of trees (street trees along NW 16<sup>th</sup> Avenue and buffer trees within the landscape buffer) which further reduces the impact of the drive through lane.

- A 14-foot landscape buffer has been provided between the right-of-way along NW Brady Road and the coffee shop drive through and a 23-foot landscape buffer has been provided between the right-of-way along Brady Road and the car wash building. The buffer contains a mix of shrubs and trees to further mitigate the impact of the drive through lanes along NW Brady Road.

Parking lot landscaping has been provided meeting the provisions of this section. As 81 parking stalls are proposed, 14 parking lot trees are required. The Preliminary Landscape Plan shows 19 parking lot trees (two trees shown along the west property line west of the northern parking area are considered parking lot trees as well as the trees along the south side of the northern vehicular entrance and between the two easternmost buildings).

Street trees have been provided along NW 16<sup>th</sup> Avenue. The existing street trees along NW Brady Road are proposed to remain.

### **Signs- CMC 18.15**

There are no proposed signs with this application.

### **Supplemental Development Standards – CMC 18.17**

There are no proposed accessory structures or fences. The proposed screen wall along NW 16<sup>th</sup> Avenue will meet the requirements of CMC 18.17.050. The proposed retaining walls will meet the requirements of CMC 18.17.060.

### **Site Plan Review – CMC 18.18**

The proposed development is subject to Site Plan Review. The application for the proposed development contains the required applicable submittal material (ref. CMC 18.18.040) and meets the criteria for approval as described below (ref. CMC 18.18.060):

*A. Compatibility with the city's comprehensive plan;*

The proposed development is compatible with the city's comprehensive plan by providing a use conformant with the Commercial comprehensive plan designation as described within the Camas 2035 Comprehensive Plan (Ordinance 16-010).

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

All applicable design and development standards and other applicable regulations will be met as described in this narrative, on the plans, and elsewhere in the application package.

*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;*

The site is surrounded by existing NW Brady Road and NW 16<sup>th</sup> Avenue. Access to the site will be provided from both of these roads.

Sanitary sewer and water are currently available to the site. Stormwater will be routed to an enhanced treatment vault for treatment prior to release into the City's stormwater system located within either NW Brady Road or NW 16<sup>th</sup> Avenue. Refer to the plans included in this application for more information.

*D. Adequate provisions are made for other public and private services and utilities, parks and trails (e.g., provide copies of private covenant documents);*

Utilities will be provided as required for this project. Please refer to the engineering plans for more information.

There are no proposed parks or trails associated with this project.

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

There are no public utilities proposed.

*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 Administration and Procedures.*

This Application meets the requirements of Administration and Procedures – CMC 18.55 as described elsewhere in this narrative.

### **Design Review – CMC 18.19**

CMC 18.19 requires the Applicant to submit for Design Review on projects located within commercial zoning designations. This section of the narrative addresses detailed design information, as well as the overall integration of architectural elements into the Preliminary Site Plan and Short Plat.

The project will meet the design principles of CMC 18.19.050, Design principles, as follows:

#### **A. Standard Principles**

##### **Demonstration of Satisfaction of Standard Principles:**

1. The Landscape Plan meets the landscaping, screening and buffering requirements for the parking lot, provides for year-round color and texture, and will afford the site a cohesive design with trees and shrubs that are adapted to the climate of the Pacific Northwest.
2. There are no significant natural features on the site.
3. Building 1, which consists of a 4,000 square foot convenience store with a 1,000 square foot electric vehicle charging lounge and the attached 2,350 square foot car wash will be constructed with a varied mix of materials (stucco, stone, wood & standing seam metal roof) in a rustic architectural style to evoke the store's brand as "The Trails." The elements of the overall building will provide a coordinated design with a 'finished' appearance. The separate fueling canopy with 12 fueling positions, and the electric vehicle charging canopy (western facing/solar ready) for 7 rapid charge positions will each utilize the same material elements and their roof lines will combine the shapes of the convenience store and the adjacent retail buildings respectively. Building 2, consists of a 2,500 square foot drive through coffee shop and 1,400 square foot retail space, and Building 3, which is a 2,800 square foot retail building, will also be constructed with a varied mix of materials (stucco, brick, & wood) and architectural features to provide a coordinated design for a 'finished' appearance.
4. There are no historic/heritage elements either on-site or in the surrounding area. Therefore, there are no historic/heritage elements to incorporate into the design of the proposed development.



## **Compliance with the Camas Design Review Manual**

In addition to compliance with the CMC 18.19.050 Design Principles described earlier in this narrative, the following provides a description of how this project meets with the 2002 Camas Design Review Manual (“DRM”) Standard Design Principles and Guidelines.

### **DRM Standard Design Principles**

A description of how the project meets the DRM Standard Design Principles is noted earlier in this narrative.

### **DRM Standard Design Guidelines**

#### ***Landscaping & Screening***

##### **1. Landscaping & Screening:**

The proposed plant materials indicated on the Landscape Plan include a mix of low-maintenance ornamental trees and shrubs. Landscaping is proposed to provide a softening to the buildings on site as well as provide screening of the parking lot and drive through facilities while still allowing for employee, tenant and patron security and safety. The Landscape Plan meets the landscaping and screening and buffering requirements for the parking lot, provides for year-round color and texture, and will afford the site a cohesive design with trees and shrubs that are adapted to the climate of the Pacific Northwest and match surrounding environs.

##### **2. Signage:**

There is no proposed signage with this Application.

##### **3. Outdoor Furnishings.**

There are no proposed outdoor furnishings at this time. However, 12-foot-wide sidewalks are provided along the frontage of the three buildings to allow for possible future seating opportunities.

##### **4. Fencing:**

There is no fencing proposed.

##### **5. Significant Trees:**

As there is a significant grade differential across the site, in order to provide for vehicular ingress and egress, meet ADA grading requirements and meet on-site vehicular and pedestrian circulation, grading is such that it would not be feasible to retain existing trees.

## **6. Lighting:**

Lighting is proposed as required to meet minimum safety standards. Fueling island canopy lighting, as well as other site lighting, will be shielded to prevent off-site light intrusion to the greatest extent practicable.

## ***Massing & Setbacks***

1. Two of the three buildings (Buildings 1 and 2) have been massed along NW Brady Road with the other building (Building 3) placed in the northwest corner of the site. Parking has been placed to the west of Buildings 1 and 2 along NW Brady Road with the buildings acting as a buffer to the parking. The size and scale of the buildings are appropriate for the Community Commercial zoning district. Pedestrian circulation has been provided from the sidewalks along NW Brady Road and NW 16<sup>th</sup> Avenue to Buildings 1 and 2 with on-site pedestrian circulation providing access to Building 3 in the northwest corner of the site.

## ***Architecture***

### **1. Finished Development:**

Buildings 1, 2 and 3 will be constructed of similar materials (stucco, brick, and wood) and architectural features to provide a seamless appearance between the three buildings. No corrugated materials, standing seam, or T1-11 siding will be used as part of the design for Buildings 2 or 3. The roof of Building 1 will use standing seam metal roofing for the sloped roof and awning material, reminiscent of mountain snow roofs. A mix of materials is being used for articulation/massing to create a quality aesthetic for the development.

### **2. Placement of Buildings:**

The site does not feature significant natural features.

### **3. Building Walls and Fences Visible from Roadways:**

The east elevation of Building 2 facing N.W. Brady Rd. will be articulated with both vertical and horizontal articulation in combination with windows and canopies. All proposed buildings will provide color changes at materials to create a two-toned look. In keeping with the business theme of "The Trails," the east elevation of Building 1 facing NW Brady Road (the carwash) will be articulated with canopy elements that include graphics of the 1833 survey map from the Columbia River and its tributaries.

#### **4. Color Scheme:**

The proposed design for the buildings will include dark highly saturated (but not bright) colors, (dark red, dark brown) with muted pastels, (grey, slate) and natural colors of materials such as brick and stone. Bold colors are not proposed for these buildings.

### ***Historic and Heritage Preservation***

1. There are no historic/heritage elements either on-site or in the surrounding area. However, the east elevation of Building 1 will include graphics of the 1833 survey map from the Columbia River and its tributaries, providing an historical context to the development.

### **Commercial & Mixed Use Principles & Guidelines**

A description of how the project meets the DRM's Commercial & Mixed Use Principles & Guidelines is found below:

### **Design Principles**

#### **1. On-Site Parking:**

On-site parking has been proposed to the interior of the development to the greatest extent practicable. There is no parking proposed along NW Brady Road and very little parking is proposed along NW 16<sup>th</sup> Avenue. The parking that is proposed along NW 16<sup>th</sup> Avenue, which only includes the vacuum stalls, will be screened with an L2 landscape buffer which includes a minimum 3-foot-high evergreen hedge and trees. The proposed drive through for the car wash has been screened from NW 16<sup>th</sup> Avenue with a 4-foot-high screen wall, large shrubs and trees meeting the L3 landscape buffer standards. The balance of the drive through for the car wash, as well as the drive through for the coffee shop, has been screened from NW Brady Road by a significant elevation change at the northern end of the site as well as medium to large shrubs and trees.

#### **2. Building Setbacks:**

Buildings 1 and 2 have been placed along NW Brady Road. However, because of the significant elevational changes necessitating retaining walls along the frontage of Building 2, as well as the placement of the drive through lane between NW Brady Road and Buildings 2 and placement of the carwash, the building setback exceeds 25 feet from the face of curb. The buildings have been placed as close to NW Brady Road while providing sufficient room for retaining walls and enhanced landscaping designed to minimize the impact of and screen the drive through lanes.

### 3. Streetscape

All proposed buildings have a reasonable mix of window/door placement to provide high transparency to maximize pedestrian visibility, creating a pattern to establish variety of scale.

Building 1 will provide an 83%/17% solid to void ratios on the three exposed sides (north, west and south) as the eastern elevation is the car wash building. Windows can only be provided on the western elevation due to the internal floor plan layout requirement such as walk-in cooler and backroom storage and preparation areas. In lieu of windows, the north, south and west convenience store elevations contain awnings or tower massing elements to break up the façade which amount to 54% articulation to 46% rectangular build mass. Building 2 will provide a 56%/44% solid to void ratio. Building 3 will provide a 54%/46% solid to void ratio.

Storefront and windows will be utilized frequently at all pedestrian walkways to enhance the pedestrian experience.

### 4. Size and Scale Differences Mitigation:

Less intensive uses or zoned areas adjacent to the site include the single-family residential uses on the east side of NE Brady Road and Prune Hill Sports Park located on the south side of NW 16<sup>th</sup> Avenue. The buildings and parking have been placed away from the residential uses with landscaping reducing the scale of the buildings and providing screening of the drive through lanes. This will reduce the impact on the adjacent residential use to the greatest extent practicable. Similarly, the proposed drive through for the car wash will be screened as described elsewhere in this narrative, reducing the impact to off-site recreational uses to the south.

### 5. Use Activities:

Buildings 1 and 2 have been placed adjacent to each other along NW Brady Road and are only separated by the drive through lanes for the car wash and coffee shop. This proximity of Buildings 1 and 2 are designed to provide as seamless an appearance as possible and reduce pedestrian access between them. The proposed convenience store, car wash, coffee shop and other retail uses are compatible with each other and connected with both vehicular and pedestrian circulation, creating a cohesive development.

### 6. Impacts on Adjacent Lower Intensity Uses:

Less intensive uses or zoned areas adjacent to the site include the single-family residential uses on the east side of NE Brady Road and Prune Hill Sports Park located on the south side of NW 16<sup>th</sup> Avenue. The buildings

and parking have been placed away from the residential uses with landscaping reducing the scale of the buildings and providing screening of the drive through lanes. This will reduce the impact on the adjacent residential use to the greatest extent practicable. Similarly, the proposed drive through for the car wash will be screened as described elsewhere in this narrative, reducing the impact to off-site recreational uses to the south.

#### **7. Walls:**

Retaining walls are proposed along NW Brady Road north and east of Building 2. The walls will have two tiers to meet City of Camas retaining wall requirements, with a 3-foot to 4-foot planting area between the two levels. Medium shrubs are proposed both between and at the base of the walls. The shrubs, along with trees, will help reduce the scale of the walls and avoid a blank look.

The walls of the buildings will be broken up by using different materials with a mix of storefront and accent panels to avoid blank 'unfinished' look.

#### **8. Outdoor Lighting:**

Lighting is proposed as required to meet minimum safety standards. Fueling island canopy lighting, as well as other site lighting, will be shielded to prevent off-site light intrusion to the greatest extent practicable.

### **Design Guidelines**

#### ***Landscaping & Screening***

##### **1. Landscaping/Vegetation Plan:**

The proposed plant materials indicated on the Landscape Plan include a mix of low-maintenance ornamental trees and shrubs. Landscaping is proposed to provide a softening to the buildings on site as well as provide screening of the parking lot while still allowing for employee, tenant and patron security and safety. The Landscape Plan meets the landscaping and screening and buffering requirements for the parking lot, provides for year-round color and texture, and will afford the site a cohesive design with trees and shrubs that are adapted to the climate of the Pacific Northwest and match surrounding environs.

##### **2. Intersection Lighting:**

Lighting currently exists at the intersection of NW Brady Road and NW 16<sup>th</sup> Avenue.

### **3. Parking Space Groupings:**

The parking has been designed to provide parking in small groupings, with long rows of parking broken up with landscape islands.

### **4. Community Information Kiosk:**

A community information kiosk is not planned for this development.

## ***Massing & Setbacks***

### **1. Building Placement:**

Two of the three buildings (Buildings 1 and 2) have been massed along NW Brady Road with the other building (Building 3) placed in the northwest corner of the site. Parking has been placed to the west of Buildings 1 and 2 along NW Brady Road with the buildings acting as a buffer to the parking. The size and scale of the buildings are appropriate for the Community Commercial zoning district. Pedestrian circulation has been provided from the sidewalks along NW Brady Road and NW 16<sup>th</sup> Avenue to Buildings 1 and 2 with on-site pedestrian circulation providing access to the building in the northwest corner of the site.

### **2. Size and Scale Mitigation for Abutting Uses:**

Less intensive uses or zoned areas adjacent to the site include the single-family residential uses on the east side of NE Brady Road and Prune Hill Sports Park located on the south side of NW 16<sup>th</sup> Avenue. The buildings and parking have been placed away from the residential uses with landscaping reducing the scale of the buildings and providing screening of the drive through lanes. This will reduce the impact on the adjacent residential use to the greatest extent practicable. Similarly, the proposed drive through for the car wash will be screened as described elsewhere in this narrative, reducing the impact to off-site recreational uses to the south.

### **3. On-Site Parking:**

On-site parking has been proposed to the interior of the development to the greatest extent practicable. There is no parking proposed along NW Brady Road and very little parking is proposed along NW 16<sup>th</sup> Avenue. The parking that is proposed along NW 16<sup>th</sup> Avenue, which only includes the vacuum stalls, will be screened with an L2 landscape buffer which includes a minimum 3-foot-high evergreen hedge and trees. The proposed drive through for the car wash has been screened from NW 16<sup>th</sup> Avenue with a 4-foot-high screen wall, large shrubs and trees meeting the L3 landscape buffer standards. The balance of the drive through for

the car wash, as well as the drive through for the coffee shop, has been screened from NW Brady Road by a significant elevation change at the northern end of the site as well as medium to large shrubs and trees.

### ***Architecture***

#### **1. Residential Feel:**

The architecture for Building 1 will include a sloped roof reminiscent of residential buildings. Buildings 2 and 3 will be designed with a sloped roof tower features to tie into the residential uses across N.W. Brady Road. Some horizontal wood siding, brick, stone and complimentary colors will be used to be compatible with neighboring residences.

While there are single-family residential uses located on the east side of NW Brady Road, the subject parcel is located within the Community Commercial zoning district. However, the single-family residences are located approximately 135 feet from the closest building wall of the proposed car wash. This distance, along with the significant landscaping and architecture proposed, will mitigate the impact to the single-family residential uses.

#### **2. Buildings Taller than Two Stories:**

Not applicable. All three buildings will be single-story structures.

#### **3. Shielded Outdoor Lighting:**

Lighting is proposed as required to meet minimum safety standards. Fueling island canopy lighting, as well as other site lighting, will be shielded to prevent off-site light intrusion to the greatest extent practicable.

### ***Circulation & Connections***

#### **1. Pathways:**

Two of the three buildings (Buildings 1 and 2) have been placed along NW Brady Road to the greatest extent practicable. Pedestrian circulation has been provided from the sidewalks along NW Brady Road and NW 16<sup>th</sup> Avenue to Buildings 1 and 2 with on-site pedestrian circulation providing access to Building 3 in the northwest corner of the site.

#### **2. New Streets Intersecting Commercial Properties:**

Not applicable. There are no new streets proposed.

### **Conditional Use Permits – CMC 18.43**

Development of a is a fueling facility conditional use per CMC 18.07.030 – Table 1.

The proposed fueling facility with a convenience store is subject to Conditional Use Permit per CMC 18.07.030 – Table 1. The application for the proposed fueling facility and convenience store meets the criteria for approval as described below (ref. CMC 18.43.050):

- 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 development is compatible with the city's comprehensive plan by providing a use conformant with the Commercial comprehensive plan designation as described within the Camas 2035 Comprehensive Plan (Ordinance 16-010). With approval of a Conditional Use Permit (as required for the fueling facility) and the proposed site and building/canopy design, parking placement and landscaping, the proposed fueling facility will not be materially detrimental to the public welfare or injurious to property or improvements in the vicinity of the proposed project.

- 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;*

All applicable design and development standards and other applicable regulations will be met or exceeded as described in this narrative, on the plans, and elsewhere in the application package.

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

The site is surrounded by existing NW Brady Road and NW 16<sup>th</sup> Avenue. Access to the site will be provided from both roads.

The proposed uses are compatible with adjacent zoning. Adjacent zoning to the west and north is Regional Commercial. Adjacent zoning to the east is R-12 but is separated by NW Brady Road. Adjacent zoning to the south is NP but is separated by NW 16<sup>th</sup> Avenue.



Pedestrian circulation has been provided connecting all the proposed on-site uses to the rights-of-way along NW Brady Road and NW 16<sup>th</sup> Avenue.

Traffic generation from the proposed development has been contemplated in the City of Camas transportation plan. According to the Traffic Impact Study, as prepared by Lancaster Mobley, dated February 2, 2022, no off-site mitigation is required. Half-width roadway improvements and right-of-way dedication will be provided along the north side of NW 16<sup>th</sup> Avenue. Transportation impact fees will be paid to offset vehicular impacts from this development.

Site design includes placing parking to the interior of the site to the greatest extent possible and placing two of the three buildings along the frontage of NW Brady Road. This will reduce the impacts of the development on adjacent residential uses.

The proposed buildings will be of similar design, materials and colors, contributing to a cohesive development. Additionally, the fueling island and electric vehicle canopies will match the roof lines of Building 1.

The proposed plant materials indicated on the Landscape Plan include a mix of low-maintenance ornamental trees and shrubs. Landscaping is proposed to provide a softening to the buildings on site as well as provide screening of the parking lot while still allowing for employee, tenant and patron security and safety. The Landscape Plan meets the landscaping and screening and buffering requirements for the parking lot, provides for year-round color and texture, and will afford the site a cohesive design with trees and shrubs that are adapted to the climate of the Pacific Northwest and match surrounding environs.

*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;*

In addition to site and building design, parking placement and landscaping proposed to minimize the adverse impacts, transportation impact fees and system development charges will be paid to offset impacts.

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

As indicated in the application material provided, the proposed fueling facility is consistent with the goals and policies included in the City of Camas Comprehensive Plan.

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

The application material provided meets the zoning and design review requirements per Camas Municipal Code. The Applicant does anticipate any special conditions or requirements to meet the intent of the Camas Municipal Code and compliance with the City of Camas Comprehensive Plan goals and policies.

#### **Variances - CMC 18.45**

There are no variances proposed.

#### **Administration and Procedures – CMC 18.55**

This application is subject to a Type II Site Plan Review and Type III Conditional Use Permit process.

A Pre-Application Conference was held on November 18, 2021.

The application contains all of the required information per CMC 18.55.110.

As the proposed development is a phased project that may require a longer buildout than the two years allowed per CMC 18.55.260(A), the Applicant respectfully requests a 5-year approval of the project to allow sufficient time for full build out of all phases of this project. The Applicant will work in good faith to complete all phases in a timely manner.