

March 2, 2026

Alan Peters, Community Development Director
City of Camas
Address

RE: HSR and City of Camas Developer's Agreement (DA) Justification for Village at North Shore and Camas Woods

Alan:

As requested, below is a list of requested DA provisions that may warrant expanded discussion for staff and council to better understand the justification.

Section 4.4.1 Streetscape

1. There shall be no parking lane on either side of North Shore Boulevard abutting residential uses. The right-of-way for North Shore Boulevard shall be reduced from 80 feet to 66 feet abutting residential uses where parking lanes are not provided.

Justification: As requested by the City, to ensure a more consistent arterial roadway section across the north shore subarea. However, consistent with the original design manual, street parking is to be excluded from the roadway in residential areas. Removing the parking lanes will help reduce impacts on critical areas, impacts on the City park land, and site development. See the exhibits for the proposed street sections.

2. North of the intersection with N 56th Ave, the sidewalks along North Shore Boulevard shall be attached to the bicycle lane and the 5-foot planter strip shall be located between the back of the sidewalk and property line.

Justification: This will allow for grading between the roadway and the Johnston Dairy Barn as previously discussed and shown in the Land Use application.

3. The minimum centerline radius of North Shore Boulevard shall be reduced to 200' or less near the intersection with N 56th Ave to accommodate the roundabout.

Justification: The NSB roadway approaches into the intersection with N 56th Ave will need to have reduced centerline radius to facilitate the construction of a roundabout. Following WSDOT and national roundabout design standards, the chicanes will have roadway curvature to control speeds so the approaching roadway centerline alignment radii could be reduced to 200-feet or less to further encourage speed reduction near the intersection.

4. There shall be no public utility easement along the east side of North Shore Boulevard adjacent to Tract B.

Justification: There is no need to have the PUE along the east side of NSB in the vicinity of the critical areas. The PUE will only lead to additional critical area impacts. Designated crossings at the intersections north and south of the critical areas would provide the necessary accommodation for these dry utilities.

5. Any parking lanes provided along North Shore Boulevard adjacent to the commercial or mixed-use zones shall count towards meeting the commercial parking requirements, at the rate of one parking space per 20 lineal feet of parking lane.

Justification: Counting any provided street parking stalls along the commercial and mixed-use zones would allow for increased flexibility with commercial opportunities based on parking requirements.

6. A reduction in the 660' minimum access spacing per the Camas engineering design standard shall be allowed to accommodate a right-in, right-out driveway onto North Shore Boulevard for the multi-family and mixed-use site plan in Phase 2 (proposed lots 109 and 110).

Justification: With the required removal of parking in Tract R and the required change to the turnaround at the end of N 55th Ave., the layout in this area will be modified to accommodate the turnaround and additional required off-street parking that will be eliminated from Tract R. Additionally this change would remove the alternate emergency access to the apartments that was being provided via N 55th Ave. Providing a right-in, right-out controlled intersection onto NSB would provide secondary emergency access to a road other than N 54th Ave. This driveway access would be located less than the design standard listed in Table 3 of 660-feet from other intersections onto NSB.

7. The design speed for North Shore Boulevard shall be 25 MPH for the entire road section within the Property.

Justification: The north shore design manual already requires 'enhanced crossings' for pedestrian crossings of NSB so it seems like there should be a lower posted speed limit for NSB. Also, since this arterial is supposed to be pedestrian orientated, a lower speed limit is warranted and will help with vertical and horizontal design elements.

8. The 300-foot minimum driveway setback from arterial roadways set forth in Table 3 of the Camas design shall be reduced to 200 feet from the North Shore Boulevard intersection with N 56th Ave.

Justification: Table 3 of the Camas design standards specifies 300-foot minimum intersection and driveway setbacks from arterial roadways (NSB). A reduction down to 200-feet at the N 56th Ave intersection should still provide sufficient room for traffic maneuvering considering the requirement to construct a roundabout style intersection at this location.

Section 4.4.5 Early Grading

Justification: As this has been discussed for years, clearing trees as early in the process as possible should provide reduced risk of windthrow when homes and businesses are constructed and occupied. This project will create new localized wind conditions and new 'edge trees' that would have increased susceptibility to windthrow and higher safety risks to the contractors and future occupants/users of the site. The increased amount of time between clearing and site construction will help the new edge trees respond to the new wind conditions by either failing prior to site occupancy when there are not as many targets (people, homes, businesses, etc.) or when these targets are not in the area as frequently, or establish adapted root structures and response wood that would minimize the chance of future tree failures (large branches, broken tops, full tree failure).

Also, allowing for clearing and grading to occur prior to final engineering approval, likely during the wet season, should minimize fire hazard risk for the adjacent private and city owned properties. Timber removal procedures and rock blasting inherently bring increased risk of fire so allowing these activities to occur in the wet season would help mitigate this increased risk. Since erosion control practices are the responsibility of the permit holder for the NPDES construction stormwater permit, it will be the Developer's and the Contractor's responsibility to maintain appropriate BMPs to control unpermitted construction stormwater discharge from the site.

This can be accomplished through a standalone clearing and grading permit.

Section 4.5 Stormwater

Justification: This is to solidify the stormwater plan for routing collected runoff down the hillslope and directly into the Lake. This was proposed in the Land Use application package and will provide for a controlled discharge to the Lake.

Section 4.6 City Easements

4.6.1 Temporary Grading Easement on City Parcel

Justification: There are significant vertical challenges at the location shown in the exhibit due to the grading of NSB, which is dictated by the design parameters and other adjacent critical area avoidance. Allowing to clear a limited number of trees and construct an earthen fill slope or cut slope on the City's property will prevent the need to construct a large retaining wall along the property line. The cleared area could be reforested, presuming it is not solid rock.

4.6.2 Permanent Easement

Justification: It seems clear that this will be allowed with the draft Staff Report that has been reviewed to date, but since the DA is being processed first, it is requested to solidify this important part of the project.

4.6.3 North Shore Boulevard Easement

Justification: This will document the construction of NSB on City property in the SE portion of the project.

Section 4.8 Impact Fee Credits and Reimbursement; Latecomers Agreements.

4.8.2

Justification: As was documented in the traffic report and demonstrated in the original land use application package, a roundabout style intersection should not be required to facilitate this project. There will be no traffic from the west until adjacent west properties (Mills owned property and the Johnston Dairy property) develop and no additional traffic, beyond the Village at North Shore should be utilizing the NE 252nd Ave. access route without significant roadway improvements to the County's NE 252nd Ave and NE 3rd St. This is due to traffic capacity constraints. Traffic from future developments should not be routed to this intersection until a full connection of NSB to SR500 is completed. At this time, sight distance considerations should be made at the intersection of NSB and N 56th Ave, which would justify the construction of the improved, roundabout style intersection. Therefore, if required to construct the roundabout style intersection with this project, full TIF reimbursement should be applicable, not a discounted reimbursement.

Section 4.10 Land Use Designations.

4.10.1

Justification: The North Shore Subarea planning process advertised flexibility to blend densities across split zoned properties. This would allow the blend to officially occur as standard code language does not appear to actually permit the blending of densities. There is excess allowable density in the other zones on the property and the overall maximum allowable density for the project will be retained.

4.10.2

Justification: Since there is only a small commercial zone on this property, allowing the residential over commercial will provide a more consistent look/feel adjacent to NSB near the intersection with N 54th Ave. There will be no loss in commercial area and there is excess allowable density in the other zones on the property; therefore, the overall allowable density for the project will be retained.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC

Bryce Hanson, PE, Certified Arborist

