



CITY COUNCIL REGULAR MEETING AGENDA

Monday, June 17, 2019, 7:00 PM
City Hall, 616 NE 4th Avenue

NOTE: For both public comment periods - come forward when invited; state your name and address; limit comments to three minutes. Written comments can be given to the City Clerk. If it is a public hearing or a quasi-judicial matter, special instructions will be provided.





I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. PUBLIC COMMENTS

V. CONSENT AGENDA

- A. May 20, 2019, Camas City Council Regular and Workshop Meeting Minutes
 -  [May 20, 2019 Camas City Council Workshop Meeting Minutes - Draft](#)
 - [May 20, 2019 Camas City Council Regular Meeting Minutes - Draft](#)
- B. Automated Clearing House and Claim Checks Approved by Finance Committee
- C. \$101,170.99 for May 2019 Emergency Medical Services (EMS) Write-off Billings; Monthly Uncollectable Balance of Medicare and Medicaid Accounts (Submitted by Pam O'Brien)
- D. Wastewater Treatment Plant Roof Replacement Completion Acceptance (Submitted by Sam Adams)
 -  [WWTP Roof Replacement Final Pay Estimate](#)
- E. Green Mountain Estates Phase 2 Final Plat (Submitted by Madeline Sutherland)
 -  [Staff Report](#)
 - [Final Plat](#)
- F. \$369,709.04 Bid Award to Haag And Shaw, Inc. for View Ridge Court Sewer Replacement Project (Submitted by James Carothers)
 -  [View Ridge Court Sewer Bid Results](#)

NOTE: Consent Agenda items may be removed for general discussion or action.

VI. NON-AGENDA ITEMS

- A. Staff

- B. Council

VII. MAYOR

- A. Mayor Announcements

VIII. MEETING ITEMS

- A. Public Hearing for Amended and Restated Development Agreement with Holland Acquisition Co., LLC, and Fisher Creek West LLC
Presenter: Phil Bourquin, Community Development Director
 [Amended and Restated Development Agreement](#)
[Exhibits](#)
- B. Resolution No. 19-006 Amended and Restated Development Agreement with Holland Acquisition Co., LLC, and Fisher Creek West LLC
Presenter: Phil Bourquin, Community Development Director
 [Resolution No. 19-006](#)
- C. Resolution No. 19-008 Revising and Extending the Comprehensive Street Program
Presenter: James Carothers, Engineering Manager
 [Resolution No. 19-008](#)
[6 Year Street Program list](#)
[6 Year Street Program map](#)
[6 Year Street Program appendices](#)
- D. Resolution No. 19-009 Time Limits for Certain Parking on NE Birch Street, NE Cedar Street and NE 6th Avenue
Presenter: James Carothers, Engineering Manager
 [Resolution No. 19-009](#)
[Staff Report](#)

IX. PUBLIC COMMENTS

X. ADJOURNMENT

NOTE: The City welcomes public meeting citizen participation. For accommodations; call 360.834.6864.



CITY COUNCIL WORKSHOP MEETING MINUTES - DRAFT
Monday, May 20, 2019, 4:30 PM
City Hall, 616 NE 4th Ave

I. CALL TO ORDER

Mayor Shannon Turk called the meeting to order at 4:30 p.m.

II. ROLL CALL

Present: Greg Anderson, Ellen Burton, Bonnie Carter, Don Chaney, Steve Hogan and Deanna Rusch

Excused: Melissa Smith

Staff: Sam Adams, Phil Bourquin, Pete Capell, James Carothers, Cliff Free, Jennifer Gorsuch, Shyla Nelson, Heather Rowley, Connie Urquhart, Steve Wall and Rachel Blair (intern)

Press: No one from the press was present


III. PUBLIC COMMENTS

No one from the public wished to speak.

IV. WORKSHOP TOPICS

A. Stormwater Outfall Inspection Professional Services Agreement


Presenter: Sam Adams, Utilities Manager

 [Staff Report](#)
[Scope of Work](#)
[Fee Estimate](#)

This item will be placed on the June 3, 2019 Consent Agenda for Council's consideration.

B. Lower Prune Hill Booster Pump Station Professional Services Agreement

Presenter: Sam Adams, Utilities Manager

 [Staff Report](#)
[Scope of Work](#)
[Fee Estimate](#)

This item will be placed on the June 3, 2019 Consent Agenda for Council's consideration.

- C. Brady Road Construction Consultant Agreement
Presenter: James Carothers, Engineering Manager

 [Staff Report](#)

[Supplemental Agreement No. 2](#)

This item will be placed on the June 3, 2019 Consent Agenda for Council's consideration.

- D. Six Year Transportation Improvement Program
Presenter: James Carothers, Engineering Manager

 [Staff Report](#)

[Six Year Street Plan List of Projects](#)

[Six Year Street Plan Map](#)

[Six Year Street Plan Appendices](#)

Carothers provided a brief overview and discussion ensued. A public hearing will be placed on the June 3, 2019 Regular Meeting Agenda.

- E. Public Works Miscellaneous and Updates
Details: This is a placeholder for miscellaneous or emergent items.
Presenter: Steve Wall, Public Works Director

Wall stated a Crown Road presentation will be placed on June Council agenda. Wall commented about construction in Washougal, garbage and recycling services, and backflow testing.

- F. Multifamily Tax Exemption Application
Presenter: Phil Bourquin, Community Development Director

 [Multifamily Tax Exemption Application](#)

[Camas Municipal Code \(CMC\) Chapter 3.86 Multifamily Housing Tax Exemption](#)

Bourquin reviewed the application and agreement process. Discussion ensued. An agreement for this item will be placed on a future agenda for Council's consideration.

- G. Community Development Miscellaneous and Updates
Details: This is a placeholder for miscellaneous or emergent items.
Presenter: Phil Bourquin, Community Development Director

Bourquin commented about the Comprehensive Plan and about providing updates to Council regarding developments.

- H. New Position Description and Salary Scale - Assistant Finance Director
Presenter: Jennifer Gorsuch, Administrative Services Director

A resolution will be placed on the June 3, 2019 Regular Meeting Agenda for Council's consideration.

I. City Administrator Miscellaneous Updates and Scheduling

Details: This is a placeholder for miscellaneous or scheduling items.

Presenter: Pete Capell, City Administrator

Capell provided updates regarding the Camas-Washougal Economic Development Association (CWEDA), the community survey, retiring City staff. He commented about staff seating during Council Workshop meetings.

Chaney commented about neighborhood traffic management and discussion ensued.

Hogan inquired about the Georgia-Pacific meeting, Capell provided an overview.

Chaney commented about CWEDA and discussion ensued.

Carter commented about the Camas Post Office.

V. COUNCIL COMMENTS AND REPORTS

Carter, Hogan and Chaney commented about Ward meetings.

Carter and Burton commented about public outreach.

Anderson, Hogan, and Chaney attended meetings for the Fire department Master Plan.

Anderson attended a meeting with East County Fire and Rescue (ECFR).

Mayor Turk commented about a class at the Camas Library she attended. She also attended a meeting of the Recreation Facility Committee.

VI. PUBLIC COMMENTS

No one from the public wished to speak.

VII. ADJOURNMENT

The meeting adjourned at 6:11 p.m.

NOTE: The City welcomes public meeting citizen participation. For accommodations; call 360.834.6864.



CITY COUNCIL REGULAR MEETING MINUTES - DRAFT
Monday, May 20, 2019, 7:00 PM
City Hall, 616 NE 4th Avenue

I. CALL TO ORDER

Mayor Shannon Turk called the meeting to order at 7:00 p.m.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

Present: Greg Anderson, Ellen Burton, Bonnie Carter, Don Chaney, Steve Hogan and Deanna Rusch

Excused: Melissa Smith

Staff: Pete Capell, James Carothers, Jennifer Gorsuch, Shawn MacPherson, Heather Rowley, Steve Wall and Rachel Blair (intern)

Press: No one from the press was present

IV. PUBLIC COMMENTS

Mike Bemis, Camas, commented about an aquatic center for competitive swimming.

V. CONSENT AGENDA

- A. May 6, 2019, Camas City Council Regular and Workshop Meeting Minutes

 [May 6, 2019 Camas City Council Workshop Meeting Minutes - draft](#)
[May 6, 2019 Camas City Council Regular Meeting Minutes - draft](#)

- B. \$1,425,901.23 Automated Clearing House and Claim Checks Numbered 140674 to 140827

- C. \$114,210.83 for April 2019 Emergency Medical Services (EMS) Write-off Billings; Monthly Uncollectable Balance of Medicare and Medicaid Accounts (Submitted by Pam O'Brien)

- D. Northstar Chemical One-Year Contract Extension (Submitted by Sam Adams)

 [Northstar Contract](#)

- E. Archery Holdings, LLC Storm Main Installation Memorandum of Understanding (MOU) (Submitted by James Carothers)

 [Archery Holdings MOU](#)

It was moved by Council Member Carter, and seconded, to approve the Consent Agenda. The motion carried unanimously.

VI. NON-AGENDA ITEMS

- A. Staff

There were no items from staff.

- B. Council

Chaney commented about the Clark County Parks Foundation awards.

Anderson commented about Community Development Use Tables.

VII. MAYOR

- A. Mayor Announcements

Mayor Turk had no announcements.

VIII. MEETING ITEMS

- A. Resolution No. 19-004 Bridge Load Limit Signs
Presenter: James Carothers, Engineering Manager

 [Staff Report](#)

[Resolution No. 19-004 Bridge Load Limit Signs](#)

It was moved by Council Member Carter, and seconded, that Resolution No. 19-004 be read by title only. The motion carried unanimously.

It was moved by Council Member Carter, and seconded, that Resolution No. 19-004 be adopted. The motion carried unanimously.


- B. Camas School District (CSD) Latecomer Reimbursement Agreement
Presenter: Steve Wall, Public Works Director

 [CSD Latecomer Staff Report](#)

[CSD Waterline Latecomer Agreement - FINAL](#)

It was moved by Council Member Carter, and seconded, to approve the Latecomer Reimbursement Agreement and authorize the Mayor to sign the agreement. The motion carried unanimously.

- C. Spring Omnibus Budget Ordinance Public Hearing
Presenter: Pete Capell, City Administrator

 [Spring Omnibus Presentation](#)
[Draft Ordinance 2019 Spring Omnibus](#)
[2019 Spring Omnibus Decision Packages](#)
[2019 Spring Omnibus Attachment A](#)

Mayor Turk opened the public hearing at 7:11 p.m.

Chaney commented about adding funding for a neighborhood transportation management plan.

The public hearing will remain open until the June 3, 2019 Regular Meeting.

IX. PUBLIC COMMENTS

Jaden Kim, Camas, commented about an aquatic center for competitive swimming.

X. ADJOURNMENT

The meeting adjourned at 7:14 p.m.

NOTE: The City welcomes public meeting citizen participation. For accommodations; call 360.834.6864.

Garland/DBS
3800 E 91st Street
Cleveland, OH 44105

SA
6-7-19

Account Number: 2018 426-00-594-354-65
Account Number: 2019 426-00-594-354-65
Retainage Account Number 426-00-223-400-00
G1000C 2018 WWTP Roof Replacement

Final Pay Estimate (2) Invoice #42785228981

Original Contract Sum \$ 132,102.74

Bid Item #	Description	Total Contract Amount	Pay Estimate 1
1	Mobilization	\$ 2,000.00	
2	Garland Materials	\$ 33,166.00	\$ 33,166.00
3	Roofing Labor	\$ 70,883.00	
4	Freight	\$ 3,000.00	\$ 3,000.00
5	General Conditions	\$ 12,817.00	
6	Taxes	\$ 10,236.74	\$ 3,037.94
		\$ 132,102.74	\$ 39,203.94

Final Pay Estimate
\$ 2,000.00
\$ 70,883.00
\$ 12,817.00
\$ 7,198.80
\$ 92,898.80

Total Before Tax \$ 36,166.00
Less 5% Retainage \$ (1,808.30)
\$ 34,357.70
Add Tax \$ 3,037.94
\$ 37,395.64

Total Before Tax \$ 85,700.00
Less 5% Retainage \$ (4,285.00)
\$ 81,415.00
Add Tax \$ 7,198.80
\$ 88,613.80

\$ 121,866.00 Project Total
\$ (6,093.30) Retainage
\$ 115,772.70 \$ 1,808.30
\$ 10,236.74 \$ 4,285.00
\$ 126,009.44 \$ 6,093.30
\$ 6,093.30
\$ 132,102.74

APPLICATION AND CERTIFICATE FOR PAYMENT

Page one of 2 Pages

TO OWNER: City of Camas 616 NE 4th Avenue Camas, WA 98607	PROJECT: 25-WA-171301 Camas WWTP 2018 Roof	APPLICATION NO: 2 APPLICATION DATE: 5/16/2019 PERIOD TO: 5/16/2019 CONTRACT NO: 426-00-594-354-65
FROM CONTRACTOR: Garland / DBS, Inc. 3800 E. 91st Street Cleveland, OH 44105-2103	OWNER'S REPRESENTATIVE: Bob Busch	PO #: - CONTRACT DATE: 8/29/2018 INVOICE #: 42785228981 REQUISITION NO: 1

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract. Continuation Sheet is attached.

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is due.

1	Original Contract Sum	\$ 132,102.74
2	Net change by Change Order	\$ -
3	Contract Sum To Date (Line 1 ± 2)	\$ 132,102.74
4	Total Completed & Stored To Date	\$ 132,102.74
5	Retainage:	
a.	% of Completed Work	
b.	% of Stored Materials	\$ -
	Total Retainage	\$ -
6	Total Earned Less Retainage	\$ 132,102.74
	(Line 4 less Line 5)	
7	Less Previous Certification for Payment (Line 6 from prior Certificate)	\$ 37,395.64
8	Current Payment Due	\$ 94,707.10
9	Balance to Finish, Including Retainage .. (Line 3 less Line 6)	\$ -

CONTRACTOR: Garland / DBS, Inc.
BY: Jeff Kozak
State of: OH
County of: Cuyahoga

Subscribed and sworn before me this
16 day of May 2019

Notary Public:

My Commission Expires:



Owner's Certificate For Payment

In accordance with the Contract Documents, based on on-site observations and data comprising this application, the Owner's Representative certifies to the Owner that to the best of the Representative's knowledge, information and belief, the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the Amount Certified.

AMOUNT CERTIFIED: **\$94,707.10**

(Attached explanation if amount certified differs from the amount applied for. Initial all figures on this Application and on the Continuation Sheet that are changed to conform to the amount certified.)

OWNER'S REPRESENTATIVE: _____

BY: _____

Date: _____

This Certificate is not negotiable. The Amount Certified is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract.

Change Order Summary	Additions:	Deductions:
Total changes approved in previous months by Owner	\$ -	\$ -
Total approved this Month		
TOTALS	\$ -	\$ -
Net Changes by C.O.	\$ -	\$ -

SCHEDULE OF VALUES

Page 2 of 2 Pages

APPLICATION AND CERTIFICATE OF PAYMENT, contain Contractor's signed Certification, is attached. In tabulations below amounts are stated to the nearest dollar. Use Column I on Contracts where variable retainage for line items may apply.

PROJECT NAME :

Camas WWTP

APPLICATION # :

2

APPLICATION DATE :

05/16/19

PERIOD TO :

05/16/19

Invoice:

42786228981

A	B	C	D	E	F	G		H	I
ITEM #	DESCRIPTION OF WORK	SCHEDULED VALUE	WORK COMPLETED		MATERIALS COMPLETED AND STORED TO DATE (NOT IN D OR E)	TOTAL COMPLETED AND STORED TO DATE (D + E + F)	% (G / C)	BALANCE TO FINISH (C - G)	RETAINAGE (IF VARIABLE RATE)
			FROM PERVIOUS APPLICATION (D + E)	THIS PERIOD					
1	Mobilization	\$ 2,000.00	\$ -	\$ 2,000.00	\$ -	\$ 2,000.00	100%	\$ -	
2	Garland Material	\$ 33,166.00	\$ 31,357.70	\$ 1,808.30	\$ -	\$ 33,166.00	100%	\$ -	
3	Roofing Labor	\$ 70,883.00	\$ -	\$ 70,883.00	\$ -	\$ 70,883.00	100%	\$ -	
4	Freight	\$ 3,000.00	\$ 3,000.00	\$ -	\$ -	\$ 3,000.00	100%	\$ -	
5	General Condilions	\$ 12,817.00	\$ -	\$ 12,817.00	\$ -	\$ 12,817.00	100%	\$ -	
6	Taxes	\$ 10,236.74	\$ 3,037.94	\$ 7,198.80	\$ -	\$ 10,236.74	100%	\$ -	
	</								



STAFF REPORT

Final Plat for Green Mountain Estates

Phase Two Subdivision

File No. FP18-09

(Relate File: SUB15-02)

TO: City Council

FROM: Madeline Sutherland, Assistant Planner
Anita Ashton, Project Manager

DATE: June 11, 2019

LOCATION: The development is located at 22400 NE 28th Street in the NW ¼ of Section 21, Township 2 North, Range 3 East, of the Willamette Meridian; and described as tax parcel 173158-000.

APPLICANT/ Carolina Alilat
OWNER: 1400 Washington St. Suite 100
Vancouver, WA 98660

APPLICABLE LAW: The final plat application was submitted September 12, 2018, and the applicable codes are those codes that were in effect at the date of application. Camas Municipal Code Chapters (CMC): Title 18 Zoning (not exclusively); CMC Chapter 17.21 Procedures for Public Improvements; and CMC Chapter 18.55 Administration and Procedures; and RCW Chapter 58.17.

BACKGROUND INFORMATION:

- Total site area: 11.35 acres
- Lots: 30 detached residential dwellings
- Zoning: R-6/R-10 Single-Family Residential

Green Mountain Estates Phase Two is a single-family residential subdivision, which received preliminary plat approval on June 24, 2016, and two minor modification approvals on March 26 and April 8, 2019 for 30 lots and associated tracts for stormwater, community recreation, private roads, wetlands and open spaces. At the time of writing this staff report the applicant has either completed the improvements on site, or has provided acceptable financial security to complete the improvements pursuant to the Camas Municipal Code (CMC).

Staff has reviewed the final plat drawings, lot closures, CC&R's and all other associated final platting documents including the bonding. Staff found that the application met the requirements of Final Plat approval in accordance with CMC Section 17.21.060.

Final Plat Criteria for Approval (CMC 17.21.060-E):

1. That the proposed final plat bears the required certificates and statements of approval;
2. That the title insurance report furnished by the developer/owner confirms the title of the land, and the proposed subdivision is vested in the name of the owner(s) whose signature(s) appears on the plat certificate;
3. That the facilities and improvements required to be provided by the developer/owner have been completed or, alternatively, that the developer/owner has submitted with the proposed final plat an improvement bond or other security in conformance with CMC 17.21.040;
4. That the plat is certified as accurate by the land surveyor responsible for the plat;
5. That the plat is in substantial conformance with the approved preliminary plat; and
6. 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.

Findings: The submitted plat meets the requirements of CMC 17.21.060-E, is consistent with the applicable conditions of approval, and with the applicable state and local regulations.

Recommendation

Staff recommends that Council **APPROVE** the final plat for the Green Mountain Estates Phase Two Subdivision (file#FP18-09) as submitted.



I, Jennifer Gorsuch, City Clerk, hereby certify
that these bid tabulations are correct.

Jennifer Gorsuch
Jennifer Gorsuch, City Clerk

6/11/19
Date

PROJECT NO. WS-692				Engineer's Estimate: \$314,000.00		Haag & Shaw, Inc. 636 SE 3rd Ave Camas, WA 98607 360.834.2514		Lee Contractors, LLC PO Box 869 Battle Ground, WA 98604 360.723.5295	
DESCRIPTION: View Ridge Court Sewer Replacement				Entered by: RLS					
DATE OF BID OPENING: June 11, 2019, at 10:00 a.m.									
ITEM NO	DESCRIPTION	UNIT	QTY	UNIT PRICE	ENGRG TOTAL	UNIT PRICE	CONTRACT TOTAL	UNIT PRICE	CONTRACT TOTAL
1	Mobilization	LS	1.00	\$25,000.00	\$25,000.00	\$20,000.00	\$20,000.00	\$25,000.00	\$25,000.00
2	Project Temporary Traffic Control	LS	1.00	\$5,000.00	\$5,000.00	\$4,500.00	\$4,500.00	\$15,000.00	\$15,000.00
3	Clearing & Grubbing	LS	1.00	\$3,000.00	\$3,000.00	\$2,000.00	\$2,000.00	\$6,000.00	\$6,000.00
4	Removal of Structure and Obstruction	LS	1.00	\$10,000.00	\$10,000.00	\$6,800.00	\$6,800.00	\$6,000.00	\$6,000.00
5	Removal of Additional Cement Concrete Sidewalk	SY	30.00	\$35.00	\$1,050.00	\$50.00	\$1,500.00	\$50.00	\$1,500.00
6	Removal of Additional Cement Concrete Curb	LF	30.00	\$25.00	\$750.00	\$50.00	\$1,500.00	\$20.00	\$600.00
7	Cement Concrete Traffic Curb	LF	78.00	\$35.00	\$2,730.00	\$90.00	\$7,020.00	\$55.00	\$4,290.00
8	Cement Concrete Driveway Entrance Type Retrof	SY	103.00	\$75.00	\$7,725.00	\$115.00	\$11,845.00	\$75.00	\$7,725.00
9	Cement Concrete Sidewalk	SY	6.00	\$75.00	\$450.00	\$250.00	\$1,500.00	\$60.00	\$360.00
10	Sanitary Manhole 48 Inch Dia.	EA	2.00	\$10,000.00	\$20,000.00	\$7,500.00	\$15,000.00	\$10,000.00	\$20,000.00
11	Sanitary Manhole 60 Inch Dia.	EA	2.00	\$12,000.00	\$24,000.00	\$9,000.00	\$18,000.00	\$10,000.00	\$20,000.00
12	Trench Safety System (Min. \$1.00/LF)	LF	318.00	\$1.00	\$318.00	\$5.00	\$1,590.00	\$5.00	\$1,590.00
13	Plugging Existing Pipe	EA	2.00	\$100.00	\$200.00	\$300.00	\$600.00	\$500.00	\$1,000.00
14	Removal and Replacement of Unsuitable Material	CY	50.00	\$65.00	\$3,250.00	\$75.00	\$3,750.00	\$150.00	\$7,500.00
15	Solid Rock Excavation	CY	10.00	\$250.00	\$2,500.00	\$150.00	\$1,500.00	\$1,000.00	\$10,000.00
16	HDPE Sanitary Sewer Pipe 10 In. Dia.	LF	577.00	\$130.00	\$75,010.00	\$120.00	\$69,240.00	\$800.00	\$461,600.00
17	PVC Sanitary Sewer Pipe 8 In. Dia.	LF	228.00	\$150.00	\$34,200.00	\$175.00	\$39,900.00	\$100.00	\$22,800.00
18	Sewer Bypass Pumping	LS	1.00	\$10,000.00	\$10,000.00	\$38,000.00	\$38,000.00	\$10,000.00	\$10,000.00
19	Testing Sewer Pipe	LS	1.00	\$3,000.00	\$3,000.00	\$5,500.00	\$5,500.00	\$2,500.00	\$2,500.00
20	Side Sewer with Cleanout	LF	241.00	\$110.00	\$26,510.00	\$215.00	\$51,815.00	\$50.00	\$12,050.00
21	Erosion Control and Water Pollution Control	LS	1.00	\$5,000.00	\$5,000.00	\$2,500.00	\$2,500.00	\$5,000.00	\$5,000.00
22	Roadside Restoration	LS	1.00	\$5,000.00	\$5,000.00	\$12,000.00	\$12,000.00	\$5,000.00	\$5,000.00
23	Replace Plants (\$5,000 Minimum Bid)	LS	1.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00
24	Minor Changes (\$10,000 Minimum Bid)	LS	1.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00
25	Project Documentation (\$10,000 Minimum Bid)	Ls	1.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00

WATER/SEWER SUBTOTAL	\$289,693.00	\$341,060.00	\$670,515.00
SALES TAX (8.4%)	\$24,334.21	\$28,649.04	\$56,323.26
TOTAL	\$314,027.21	\$369,709.04	\$726,838.26

Irregular Bid:
E-Verify MOU not submitted.

After recording, return to:

RANDALL B. PRINTZ
Landerholm, Memovich,
Lansverk & Whitesides, P.S.
P.O. Box 1086
Vancouver, WA 98666-1086

Space Above for Recording Information Only

AMENDED AND RESTATED DEVELOPMENT AGREEMENT

A Development Agreement (the “Agreement”) was made and entered into by and between the City of Camas, a Washington Municipal Corporation (hereinafter referred to as the “City”) and Holland Acquisition Co., LLC, a Washington limited liability company (hereinafter referred to as “Holland”) and Fisher Creek West LLC, (hereinafter referred to as “Fisher”) Holland and Fisher, to be collectively referred to as “Owner” and recorded under Clark County’s Auditors number 5562971. The parties wish to amend, restate and supersede the Agreement with this Amended and Restated Development Agreement (the “Amendment”).

RECITALS

WHEREAS, Fisher owns or controls certain real property which is located within the City’s municipal boundary and which is more fully described in the attached Exhibit “A”, and Holland owns or controls certain real property which is located within the City’s municipal boundary and which is more fully described in the attached Exhibit “A-1”, (the property described in Exhibits A and A-1 hereinafter collectively referred to as the “Property”); and,

WHEREAS, the City and the Owner recognize this area is developing and will continue to develop over a period of years and wish to provide predictability about the development standards that will apply to the Property over the course of its full development in order to increase efficient use of urban services; provide compatibility amongst the various phases of the Property as they develop; and to allow for substantial environmental review to occur prior to any development, recognizing that Washington State’s Environmental Policy Act discourages piecemeal review; and,

WHEREAS, the City is a Washington Municipal Corporation with land use planning and permitting authority over all land within its corporate limits; and,

WHEREAS, the Washington State Legislature has authorized the execution of Development Agreements between local governments and a person having ownership or control of real property within its jurisdiction pursuant to RCW 36.70B.170(1); and,

WHEREAS, pursuant to RCW 36.70B.170, a Development Agreement may set forth the development standards and other provisions that shall apply to, govern and vest the development, use and mitigation of the development of real property for the duration specified in the agreement; which statute provides:

(1) A local government may enter into a Development Agreement with a person having ownership or control of real property within its jurisdiction. A city may enter into a development agreement for real property outside its boundaries as part of a proposed annexation or a service agreement. A development agreement must set forth the development standards and other provisions that shall apply to and govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement. A development agreement shall be consistent with applicable development regulations adopted by a local government planning under chapter 36.70A RCW; and

WHEREAS, the legislative findings supporting the enactment of this section provide:

The legislature finds that the lack of certainty of the approval of development projects can result in a waste of public and private resources escalate housing costs for consumers and discourage the commitment to comprehensive planning which would make maximum efficient use of resources at the least economic cost to the public. Assurance to a development project applicant that upon government approval the project may proceed in accordance with existing policies and regulations, and subject to conditions of approval, all as set forth in a development agreement, will strengthen the public planning process, encourage private participation and comprehensive planning, and reduce the economic cost of development. Further, the lack of public facilities and services is a serious impediment to development of new housing and commercial uses. Project applicants and local governments may include provisions and agreements whereby applicants are reimbursed over time for financing public facilities. It is the intent of the legislature by RCW 36.70B.170 through 36.70B.210 to allow local governments and owners and developers of real property to enter into development agreements; and

WHEREAS, for the purposes of this Amendment, “Development Standards” includes, but is not limited to, all of the standards listed in RCW 36.70B.170(3) and any development standards provided herein; and,

WHEREAS, due to Owner's desire to provide the portion of the Property approved for commercial development to now be an area for Fisher to further develop its campus;

NOW, THEREFORE, THE PARTIES HERETO AGREE AS FOLLOWS:

Section 1. Development Agreement. This Amendment is a Development Agreement to be implemented under the authority of and in accordance with RCW 36.70B.170 through RCW 36.70B.210 and CMC 18.55.340 it shall become a contract between the Owner and the City upon its approval by ordinance or resolution following a public hearing as provided for in RCW 36.70B.170 and CXMC 18.55.340; and upon execution by all parties.

Section 2. Term of Amendment. This Amendment shall commence upon the Effective Date, and shall be valid for a period of ten (10) years; unless extended or terminated by mutual consent of the Parties; provided however, if this Agreement or any initial land use applications related to the Property and filed within one year of the Effective Date of this Amendment, are appealed, the term of this Amendment shall be tolled for the time during which the appeal is pending or 18 months, whichever is less.

Section 3. Vesting. Any land use applications submitted with respect to the Property during the term of this Amendment, shall be vested to the existing zoning, land use regulations and Development Standards in effect on the Effective Date of this Amendment, unless otherwise prohibited by law or as provided for in this Amendment or a previous Development Agreement still in effect. Any land use approvals affecting the Property issued during the term of this Amendment and which, but for this Amendment would expire during the term of this Amendment, shall remain in effect during the term of this Amendment. The vesting provided for under this Amendment shall not apply to System Development Charges, Impact Fees or application or review fees.

Section 4. Master Plan. CMC 18.07.030- Table 1 provides: "On tracts ten acres or more, subject to approval by city council of a master plan and development agreement, a mixed use development may be approved, provided no less than fifty-one percent of the net developable acreage is committed to commercial uses." Attached as Exhibit "B" and incorporated by reference herein, is a Mixed-Use Master Plan (Master Plan) which complies with the standards provided for in CMC 18.07.030- Table 1. The Master Plan provides the Parties with predictability regarding the future development of the Property, including any associated offsite improvements related to transportation or utilities. Future development of the Property shall be generally consistent with the Master Plan.

It is contemplated by the parties that due to the number of years it may take the project to fully build out, changing market conditions, future development patterns within the area and other factors, the parties may wish to revisit some portions of the Master Plan at a future time. While nothing contained herein shall be construed to obligate either party to amend the

Master Plan or this Amendment, it is recognized that future evolution of the City may warrant consideration of such issues.

Section 5. Timing of Development. The Parties recognize that the timing of development is largely dependent upon economic conditions. The parties also recognize the importance of jobs within the City and particularly within the Grass Valley area. In furtherance of the desire for jobs in this area in balance with the desire to provide residences within walking or short commute distances from employment centers as they are developed, the Parties agree that: (1) no building permit for any residential building will be issued prior to the issuance of a building permit for shell and core (but not tenant improvements) of an office building provided for on the Master Plan

Section 6. SEPA. Pursuant to the State Environmental Policy Act (SEPA), piecemeal environmental review is to be discouraged. As such, the Parties wish for SEPA review to be accomplished as part of the Amendment for as many of the Master Plan's potential adverse environmental impacts as can be reasonably analyzed, based upon current information submitted with this Amendment, including, but not limited to, the Master Plan, traffic study, tree analysis, archeological report, wetlands report and wildlife habitat report. This may be done under the Consolidated Review provisions of SEPA. The SEPA checklist attendant with this Amendment identifies various potential adverse environmental impacts of the project including transportation, parks, trees, wetlands, wildlife habitat, sewer, water and storm water. The Checklist also identifies a variety of technical reports or information that provides a basis for the proposed mitigation or partial mitigation of these impacts. It is the intent of this Amendment and its attendant SEPA process, to have the City issue a Threshold Determination (as that term is utilized in RCW 43.21C) on the identified impacts of the implementation of the Master Plan. Impacts that are identified at future stages of the development, including but not limited to, Site Plan approval, Preliminary Plat approval, Short Plat approval or building permit approvals that have been previously analyzed through this or other SEPA processes, shall not be re-analyzed on the condition that the future identified adverse impacts, in the sole discretion of the City, are substantially similar to and of the same or less intensity as those previously analyzed under this or other SEPA processes. Nothing in this Section shall preclude the City from requesting information, at the cost of the Owner, on the potential adverse environmental impacts associated with a specific land use application that has not been previously identified or analyzed as required under the State Environmental Policy Act.

Section 7. Transportation.

a) Kittelson and Associates Transportation Engineers and the City have analyzed the transportation impacts of the full development of the Property as depicted in the Master Plan. Attached as Exhibit C, is an analysis of the transportation impacts of the full buildout of the

Master Plan. Based upon this analysis, the Property at full development will increase the existing number of PM peak hour trips on the transportation system by 522 trips. The Property shall be vested during the term of this Agreement with 522 PM peak hour, 535 AM Peak hour and 5037 Average Daily Trips and no additional off site transportation mitigation or analysis will be required during the term of this Amendment beyond that provided for in Exhibit C; provided however, that in the event the Owner proposes uses or intensities of uses that would cause the total number of PM Peak or Average Daily trips to exceed the number of trips analyzed as part of this Amendment, then the City may require additional transportation analysis and lawful mitigation. The transportation vesting provided for in this Section shall be subject to the mitigation measures provided for in Exhibit C.

b) NW 38th Avenue has been identified in the City's Comprehensive Plan as a Primary Gateway into the City. In the event the Owner desires to remove or modify the existing City Monument sign on NW 38th Avenue, the Owner shall work with the City through the Sign Permitting Process to jointly develop a new design and location acceptable to the Parties. Because there are currently two monument signs, one on each side of NW 38th Avenue, the owner will replace both signs with the new design, or if approved by the City, take into account the visibility from both directions with the new sign. The entrance sign to the City, if replaced, shall be installed by Owner prior to Final Occupancy of the first Commercial Building.

Section 8. Impact Fee Credits for Parks and Trails. Pursuant to the City's Parks and Open Space Plan and the City's Capital Facilities Plan and impact fee program for parks and trails, the Parties agree that upon construction of the trail improvements identified on Exhibit D and acceptance by the City of those improvements, based upon the costs identified on Exhibit D-1 and the City's Park Impact Fee program, the City will issue to Holland the amount of Park Impact Fee Credits identified on Exhibit D-1.

Section 9. Remedies. Should a disagreement arise between the City and Owner regarding the interpretation and application of this Amendment, the parties agree to attempt to resolve the disagreement by first meeting and conferring. If such meeting proves unsuccessful to resolve the dispute, the disagreement may be resolved by judicial action filed in the Clark County Superior Court.

Section 10. Performance. Failure by either party at any time to require performance by the other party of any of the provisions hereof shall in no way affect the parties' rights hereunder to enforce the same, nor shall any waiver by a party of the breach hereof be held to be a waiver of any succeeding breach or a waiver of this non-waiver clause.

Section 11. Venue. This Amendment shall be construed in accordance with and, governed by, the laws of the State of Washington. The parties agree to venue in the Superior Court for Clark County, State of Washington, to resolve any disputes that may arise under this Agreement.

Section 12. Severability. If any portion of this Amendment shall be invalid or unenforceable to any extent, the validity of the remaining provisions shall not be affected thereby.

Section 13. Inconsistencies. If any provisions of the Camas Municipal Code are deemed inconsistent with the provisions of this Amendment, the provisions of this Amendment shall prevail.

Section 14. Binding on Successors and Recording. The rights and obligations created by this Amendment are assignable and shall be binding upon and inure to the benefit of Owner, the City, and their respective heirs, successors and assigns. Only Owner and the City or their assigns shall have the right to enforce the terms of this Amendment. This Amendment shall be recorded against the real property indicated on Exhibit "A" with the Clark County Auditor.

Section 15. Recitals. Each of the recitals contained herein are intended to be, and are incorporated as, covenants between the parties and shall be so construed.

Section 16. Amendments. This Amendment shall only be amended as follows: (1) for amendments relating to those portions of the Property owned by Holland as provided for in Exhibit A-1, the parties to such amendments shall be the City and Holland or its assigns; (2) for amendments relating to any other portion of the Property, the parties to such amendment shall be the City and Fisher. Pursuant to RCW 36.70B.170(4), the City reserves the authority to impose new or different regulations to the extent required by a serious threat to public health and safety.

Exhibits:

Exhibit A:	Legal Description of Fisher Property
Exhibit A-1	Legal Description of Holland Property
Exhibit B:	Master Plan
Exhibit C:	Transportation Analysis
Exhibit D	Trail improvement
Exhibits D-1	Park Impact Fee Credit Calculation
Exhibit E	Site Plan

IN WITNESS WHEREOF, the parties hereto have caused this
Amendment to be executed as of the dates set forth below:

CITY OF CAMAS

Holland Acquisition Company _LLC

By _____
Title _____

By _____
Title _____

Fisher Creek West LLC

By _____
Title _____

STATE OF WASHINGTON)
) ss.
County of Clark)

I certify that I know or have satisfactory evidence that _____ is
the person who appeared before me, and said person acknowledged that he signed this
instrument, on oath stated that he was authorized to execute this instrument and
acknowledged it as the _____ of Holland Acquisition Co, LLC to be the free
and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED: _____, 2019.

NOTARY PUBLIC for the State of Washington,
Residing in the County of Clark
My Commission Expires: _____

STATE OF WASHINGTON)
) ss.
County of Clark)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute this instrument and acknowledged it as the _____ of the CITY OF CAMAS, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED: _____, 2019.

NOTARY PUBLIC for the State of Washington,
Residing in the County of Clark
My Commission Expires: _____

STATE OF WASHINGTON)
) ss.
County of Clark)

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute this instrument and acknowledged it as the _____ of Fisher Creek West, LLC to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

DATED: _____, 2018.

NOTARY PUBLIC for the State of Washington, Residing in the County of Clark
My Commission Expires:

LEGAL DESCRIPTION OF FISHER PROPERTY

A PORTION OF THAT PARCEL OF LAND CONVEYED TO FISHER CREEK WEST, LLC AS DESCRIBED UNDER AUDITOR'S FILE NO. 5292160 D, RECORDS OF CLARK COUNTY, LYING IN THE FRACTIONAL NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 5, TOWNSHIP 1 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN, CITY OF CAMAS, CLARK COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 5;

THENCE SOUTH 88° 42' 51" EAST ALONG THE NORTH LINE OF SAID SECTION 5, A DISTANCE OF 1319.76 FEET TO THE NORTHEAST CORNER OF SAID FRACTIONAL NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 5;

THENCE SOUTH 01° 14' 27" WEST, ALONG THE EAST LINE OF SAID FRACTIONAL NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 5, A DISTANCE OF 37.00 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF NW 38TH AVENUE CONVEYED TO THE CITY OF CAMAS AS DESCRIBED UNDER AUDITOR'S FILE NO. 4901089 D, RECORDS OF SAID COUNTY, SAID POINT BEING 37.00 FEET SOUTHERLY OF, WHEN MEASURED PERPENDICULAR TO, THE CENTERLINE OF SAID AVENUE, SAID POINT ALSO BEING THE TRUE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID EAST LINE, SOUTH 01° 14' 27" WEST, A DISTANCE OF 727.67 FEET TO THE NORTHWEST CORNER OF LOT 2 OF FISHER CREEK CAMPUS 3 SHORT PLAT, RECORDED IN BOOK 3 OF SHORT PLATS, AT PAGE 984, RECORDS OF SAID COUNTY;

THENCE SOUTH 88° 42' 51" EAST, ALONG THE NORTH LINE OF SAID LOT 2, A DISTANCE OF 900.31 FEET TO A POINT ON THE EAST LINE OF SAID FISHER CREEK WEST, LLC PARCEL;

THENCE NORTH 00° 48' 09" EAST, ALONG SAID EAST LINE, A DISTANCE OF 701.65 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF SAID NW 38TH AVENUE;

THENCE NORTH 88° 36' 22" WEST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 8.32 FEET TO AN ANGLE POINT;

THENCE CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE, NORTH 42° 18' 03" WEST, A DISTANCE OF 35.93 FEET TO AN ANGLE POINT, SAID POINT BEING 37.00 FEET SOUTHERLY OF, WHEN MEASURED PERPENDICULAR TO, THE CENTERLINE OF SAID NW 38TH AVENUE;

THENCE NORTH 88° 42' 51" WEST, CONTINUING ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 861.87 FEET TO THE TRUE POINT OF BEGINNING;

EXCEPT ANY PORTION LYING WITHIN PUBLIC ROADS.

CONTAINING: 14.98 ACRES, MORE OR LESS.

APN/PARCEL ID(S): 126255-000

LEGAL DESCRIPTION OF MULTI-FAMILY PROPERTY

A PORTION OF THAT PARCEL OF LAND CONVEYED TO FISHER CREEK WEST, LLC AS DESCRIBED UNDER AUDITOR'S FILE NO. 5292160 D, RECORDS OF CLARK COUNTY, LYING IN THE FRACTIONAL NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 5, TOWNSHIP 1 NORTH, RANGE 3 EAST OF THE WILLAMETTE MERIDIAN, CITY OF CAMAS, CLARK COUNTY WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 5;

THENCE SOUTH 88° 42' 51" EAST ALONG THE NORTH LINE OF SAID SECTION 5, A DISTANCE OF 1319.76 FEET TO THE NORTHEAST CORNER OF SAID FRACTIONAL NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 5;

THENCE SOUTH 01° 14' 27" WEST, ALONG THE EAST LINE OF SAID FRACTIONAL NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 5, A DISTANCE OF 37.00 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF NW 38TH AVE CONVEYED TO THE CITY OF CAMAS AS DESCRIBED UNDER AUDITOR'S FILE NO. 4901089 D, RECORDS OF SAID COUNTY, SAID POINT BEING 37.00 FEET SOUTHERLY OF, WHEN MEASURED PERPENDICULAR TO, THE CENTERLINE OF SAID AVE, SAID POINT ALSO BEING THE TRUE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID EAST LINE, SOUTH 01° 14' 27" WEST, A DISTANCE OF 1256.19 FEET TO THE SOUTHEAST CORNER OF SAID FRACTIONAL NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 5;

THENCE NORTH 88° 55' 57" WEST, ALONG THE SOUTH LINE OF SAID FRACTIONAL NORTHWEST QUARTER OF SECTION 5, A DISTANCE OF 954.18 FEET TO A POINT ON THE EAST LINE OF THAT PARCEL CONVEYED TO NSHE OROVILLE, LLC AS DESCRIBED UNDER AUDITOR'S FILE NO. 4541882 D, RECORDS OF SAID COUNTY;

THENCE ALONG THE EAST LINE OF SAID NSHE OROVILLE, LLC PARCEL, THE FOLLOWING COURSES:

THENCE NORTH 42° 58' 17" EAST, A DISTANCE OF 11.70 FEET;

THENCE NORTH 60° 33' 15" EAST, A DISTANCE OF 20.58 FEET;

THENCE NORTH 44° 47' 33" EAST, A DISTANCE OF 48.92 FEET;

THENCE NORTH 43° 12' 06" EAST, A DISTANCE OF 45.08 FEET;

THENCE NORTH 48° 09' 59" EAST, A DISTANCE OF 50.92 FEET;

THENCE NORTH 48° 06' 08" EAST, A DISTANCE OF 43.98 FEET;

THENCE NORTH 48° 31' 44" EAST, A DISTANCE OF 25.99 FEET;
THENCE NORTH 50° 45' 07" EAST, A DISTANCE OF 51.57 FEET;
THENCE NORTH 07° 12' 26" EAST, A DISTANCE OF 72.70 FEET;
THENCE NORTH 36° 58' 23" WEST, A DISTANCE OF 36.05 FEET;
THENCE NORTH 56° 40' 38" WEST, A DISTANCE OF 19.64 FEET;
THENCE NORTH 06° 44' 32" WEST, A DISTANCE OF 3.98 FEET;
THENCE NORTH 01° 48' 15" WEST, A DISTANCE OF 53.86 FEET;
THENCE NORTH 07° 19' 12" EAST, A DISTANCE OF 51.46 FEET;
THENCE NORTH 10° 12' 39" EAST, A DISTANCE OF 29.08 FEET;
THENCE NORTH 22° 46' 06" EAST, A DISTANCE OF 16.28 FEET;
THENCE NORTH 17° 48' 36" EAST, A DISTANCE OF 47.95 FEET;
THENCE NORTH 29° 17' 58" EAST, A DISTANCE OF 47.55 FEET;
THENCE NORTH 57° 15' 46" EAST, A DISTANCE OF 60.88 FEET;
THENCE NORTH 38° 10' 30" EAST, A DISTANCE OF 52.36 FEET;
THENCE NORTH 45° 13' 40" EAST, A DISTANCE OF 51.44 FEET;
THENCE NORTH 05° 28' 38" WEST, A DISTANCE OF 50.45 FEET;
THENCE NORTH 05° 45' 58" EAST, A DISTANCE OF 47.10 FEET;
THENCE NORTH 04° 56' 49" WEST, A DISTANCE OF 49.99 FEET;
THENCE NORTH 07° 01' 31" WEST, A DISTANCE OF 50.71 FEET;
THENCE NORTH 07° 33' 20" WEST, A DISTANCE OF 53.33 FEET;
THENCE NORTH 19° 42' 03" WEST, A DISTANCE OF 23.52 FEET;
THENCE NORTH 29° 34' 03" WEST, A DISTANCE OF 51.19 FEET;
THENCE NORTH 20° 56' 49" WEST, A DISTANCE OF 27.81 FEET;
THENCE NORTH 17° 36' 27" WEST, A DISTANCE OF 22.56 FEET;
THENCE NORTH 10° 14' 39" WEST, A DISTANCE OF 45.53 FEET;

THENCE NORTH 07° 12' 46" WEST, A DISTANCE OF 49.35 FEET;

THENCE NORTH 02° 26' 20" EAST, A DISTANCE OF 47.75 FEET;

THENCE NORTH 19° 24' 27" EAST, A DISTANCE OF 11.12 FEET;

THENCE NORTH 33° 24' 35" EAST, A DISTANCE OF 50.00 FEET;

THENCE NORTH 32° 04' 57" EAST, A DISTANCE OF 39.64 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF SAID NW 38TH AVE, SAID POINT BEING 37.00 FEET SOUTHERLY OF, WHEN MEASURED PERPENDICULAR TO, THE CENTERLINE OF SAID AVE;

THENCE SOUTH 88° 42' 51" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 642.71 FEET TO THE TRUE POINT OF BEGINNING;

EXCEPT ANY PORTION LYING WITHIN PUBLIC ROADS.

TAX ACCOUNT NO.: 126043000



February 28, 2018

Project #: 22300

James E. Carothers, PE
City of Camas
616 NE 4th Avenue
Camas, WA 98607

RE: Traffic Impact Analysis for Grass Valley Development – Camas, WA

Dear Curleigh,

This letter documents the Traffic Impact Analysis (TIA) prepared for the proposed Grass Valley mixed-use development along the south side of NW 38th Avenue in the City of Camas. The proposed development includes up to 276 apartment units, 100,000 square feet of corporate headquarters, 150,000 square feet of general office, and 20,000 square feet of retail split evenly between restaurant and grocery. Full occupancy of the development is expected by 2021.

Pursuant to City of Camas requirements, this report includes the following:

- Operational assessment of key study intersections under existing traffic conditions
- Review of reported crash data at study intersections
- Assessment of background traffic operations, including traffic associated with approved in-process developments but not the proposed project, under two road network scenarios:
 - Scenario 1: Re-align SE Bybee Road with NW Fisher Creek Drive (identified in City of Camas 6-year Street Priorities)
 - Scenario 2: Connect SE Bybee Road to SW Armstrong Drive (identified as a long-term connection in the *Camas Crossing Development TIA*)
- Trip generation and trip distribution estimate for the proposed development
- Assessment of future traffic conditions at the study intersections and the proposed site accesses after full build-out and occupancy of the proposed development under the two realignment scenarios outlined above
- Queueing, access spacing, sight distance, and on-site circulation review
- Findings and recommendations

This study assumes that activation of the SE 20th Street/NW Fisher Creek Drive intersection has occurred prior to site occupancy based on other approved and pending development. Based on the analysis provided and documented herein, the proposed development can be constructed while complying with City of Camas and City of Vancouver transportation requirements assuming provision of mitigation

measures identified in this report. Site-development related capacity improvement needs were identified at the SE 20th Street/SE 192nd Avenue intersection.

SE 20th Street/SE 192nd Avenue

- In Scenario 1, under 2021 total traffic conditions, the intersection does not satisfy City of Vancouver operating standards during the weekday p.m. peak hour.
 - Recommended mitigation to restore acceptable operations includes provision of a second westbound left-turn lane and traffic signal retiming that allocates additional green time to the primary north-south traffic patterns along NE 192nd Avenue.
- In Scenario 2, under both 2021 background and total traffic conditions, the intersection does not satisfy City of Vancouver operating standards during the weekday a.m. and p.m. peak hours.
 - Recommended mitigation to restore acceptable operations includes provision of a second westbound left-turn lane and a separate westbound right-turn lane as well as corresponding signal retiming that allocates additional green time to the primary north-south traffic patterns along NE 192nd Avenue.

Other Considerations

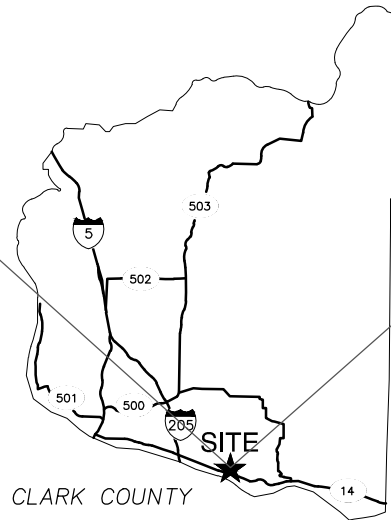
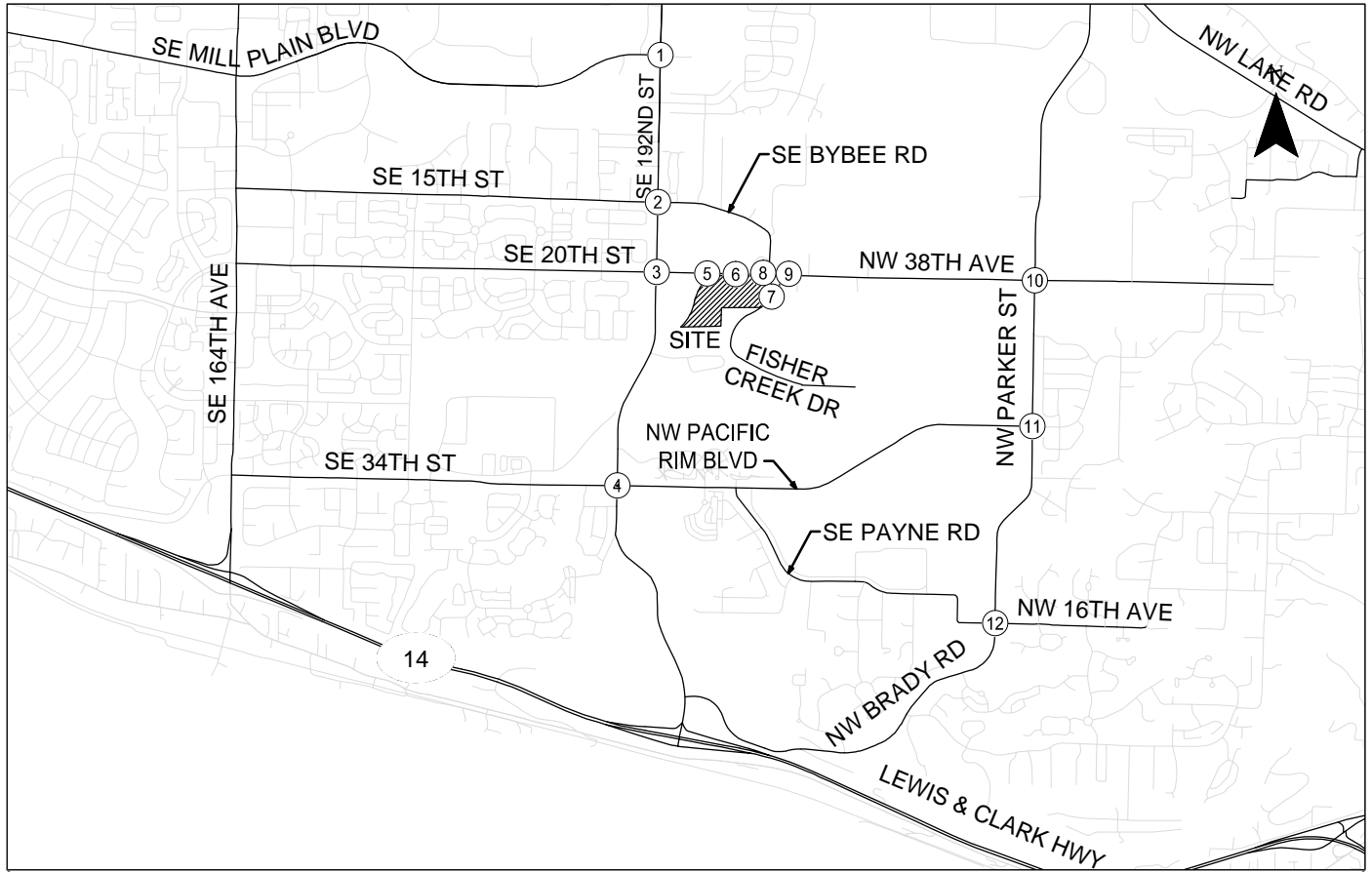
- On-site and off-site landscaping and any above ground utilities at the site driveways and internal roadways should be installed and maintained to ensure that adequate sight distance is provided upon buildout in accordance with City of Camas standards. Further, sight distance availability should be confirmed during the final engineering process.

The methodology of the analysis, findings, and recommendations are documented herein.

INTRODUCTION

Holland Acquisition Co., LLC proposes to construct a mixed-use development on the south side of NW 38th Avenue, west of NW Fisher Creek Drive. Currently, a residential home and a storage building occupy the 36-acre site and are accessible via two driveways on NW 38th Avenue. The site is currently zoned for Regional Commercial (RC) uses. Figure 1 illustrates the site location and Figure 2 shows the site plan.

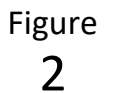
The proposed development will consist of up to 276 apartment units, 100,000 square feet of corporate headquarters, 150,000 square feet of general office, and 20,000 square feet of retail split evenly between restaurant and grocery. Full occupancy of the development is expected to occur by 2021.



- Study Intersections

Site Vicinity Map
Camas, Washington

Figure
1



Access to the development is proposed via:

- two unsignalized full movement public street circulator connections to NW 38th Avenue; and
- two unsignalized connections to NW Fisher Creek Drive south of NW 38th Avenue (and north of the gated entry to the Fisher Investments Campus).

REPORT SCOPE

This analysis determines the transportation-related impacts associated with the proposed mixed-use development. The study intersections and overall study area for this project were determined through a scoping process with City of Camas staff.

Analysis Periods

Weekday a.m. and p.m. peak hour traffic conditions were modeled at the study intersections.

Study Intersections

The following study intersections were included in the analysis as shown in Figure 1.

1. SE 192nd Avenue/Mill Plain Boulevard (operated and maintained by City of Vancouver)
2. SE 192nd Avenue/SE 15th Street (operated and maintained by City of Vancouver)
3. SE 192nd Avenue/SE 20th Street (operated and maintained by City of Vancouver)
4. SE 192nd Avenue/NW Pacific Rim Boulevard (operated and maintained by City of Vancouver)
5. NW 38th Avenue/Proposed Site Driveway 1
6. NW 38th Avenue/Proposed Site Driveway 2
7. Fisher Creek Drive/Proposed Site Driveway 3¹
8. NW 38th Avenue/SE Bybee Road (existing)
9. NW 38th Avenue/NW Fisher Creek Drive (with realigned Bybee Road under Scenario 1)
10. NW 38th Avenue/NW Parker Street
11. NW Pacific Rim Boulevard/NW Parker Street
12. NW 16th Avenue/NW Brady Road

Future Roadway Connectivity Scenarios

A mixed-use development known as the Camas Crossing Development is currently proposed north of the Grass Valley Development and was in the site plan review process at the City of Camas at the time this

¹ The two proposed driveway connections to Fisher Creek Drive were analyzed as a single driveway to be conservative.

study was prepared. City of Camas required that the Grass Valley Development TIA consider the proposed Camas Crossing Development as a vested project that will re-align SE Bybee Road from its current terminus on NW 38th Avenue to the east. Per City of Camas staff, alignment modifications to SE Bybee Road are still being finalized, with the following options being considered:

- Re-align SE Bybee Road with NW Fisher Creek Drive (identified in City of Camas 6-year Street Priorities);
- Connect SE Bybee Road to SE 202nd Avenue (identified as a short-term realignment in the *Camas Crossing Development Transportation Impact Analysis*, TIA); and
- Connect SE Bybee Road to SW Armstrong Drive (identified as a long-term connection in the *Camas Crossing Development TIA*).

Per City of Camas scoping direction, two future realignment scenarios have been considered for purposes of this TIA. The first scenario analyzes impacts with SE Bybee Road aligned at NW Fisher Creek Drive and the second scenario analyzes impacts with the connection occurring at some point further east.

ANALYSIS METHODOLOGY

Intersection Levels-of-Service

Level of service (LOS) analysis described in this report was primarily performed using Synchro 8 software in accordance with the procedures stated in the *2000 Highway Capacity Manual* (HCM, Reference 1). The intersection of NW Pacific Rim Boulevard/NW Parker Street was analyzed using HCS 7 software, which implements 2010 HCM multi-lane all-way stop capacity analysis procedures, due to analysis constraints of the *2000 Highway Capacity Manual* in analyzing four-way stop-controlled intersections with multi-lane approaches.

To evaluate worst-case conditions, the peak 15-minute flow rates of the weekday a.m. and p.m. peak hours were used in the evaluation of all intersection LOS. For this reason, the operations analyses reflect conditions that are likely to occur for the peak 15 minutes out of each weekday a.m. and p.m. peak hour.

Operating Standards

Study intersections within the City of Camas are subject to the following operating standards:

- City of Camas requires a LOS D or better and a volume to capacity ratio of 0.90 or less for all intersections within the city limits of Camas, which includes all study intersections not along SE 192nd Avenue.

Study intersections within the City of Vancouver are subject to the following operating standards, as stated in the City of Vancouver Municipal Code Section 11.80.130.B:

A proposed development that adds at least five net new peak hour trips to an intersection approach operating at an LOS E or lower within the required traffic impact analysis area may be denied based upon any of the following:

- 1. For signalized intersections, when off-site intersection conditions are at a LOS F, or*
- 2. For signalized intersections, when the LOS E and the volume to capacity ratio is greater than 0.95, or*
- 3. For unsignalized intersections, when the volume to capacity ratio for any lane on any approach is greater than 0.95, and*
- 4. When significant traffic hazards would be caused or materially aggravated by the proposed development.*

EXISTING TRAFFIC CONDITIONS

The existing conditions analysis identifies site conditions, surrounding land uses, and the current operational and geometric characteristics of roadways within the study area. The purpose of this section is to create a basis for comparison to future conditions.

Site Conditions and Adjacent Land Uses

The proposed development site is mostly vacant, except for two existing structures. The site is currently zoned for Regional Commercial (RC) uses. Table 1 summarizes the attributes of the key transportation facilities in the site vicinity.

Table 1. Existing Transportation Facilities and Roadway Designations

Roadway	Functional Classification	Cross Section	Posted Speed Limit	Sidewalks?	Bike Lanes?	On-street Parking?
SE 192 nd Avenue	Principal Arterial ¹	4 lanes ²	40 mph	Yes	Yes	No
Mill Plain Boulevard	Principal Arterial ¹	4 lanes ²	30/40 mph ⁴	Yes	Yes	No
SE 15 th Street	Collector Arterial ¹	2 lanes	40 mph	Partial	Yes	No
SE 20 th Street	Minor Arterial ¹	2/3 lanes	40 mph	Yes	Yes	No
SE 34 th Street	Principal Arterial ¹	4 lanes ²	40 mph	Partial	No	No
SE Bybee Road	Collector ³	2 lanes	30 mph	No	Partial	No
NW Fisher Creek Drive	Collector ³	2 lanes	30 mph	Partial	No	No
SE 202 nd Avenue	Local ³	2 lanes	30 mph	No	No	No
NW 38 th Avenue	Arterial ³	3 lanes	35/40 mph ⁵	Yes	Yes	No
NW Pacific Rim Boulevard	Arterial ³	4 lanes ²	35 mph	Yes	No	No
NW Parker Street	Arterial ³	2/4 lanes ²	35 mph	Partial	Partial	No
NW 16 th Avenue	Collector ³	2 lanes	25 mph	Partial	Partial	Partial
NW Brady Road	Collector/Arterial ³	2 lanes	35 mph	Partial	Partial	No

¹City of Vancouver Arterial Street System and Classification Map

²Cross-section includes additional left-turn lanes at major intersections

³City of Camas 2008 Federal Functional Classification Map

⁴Speed limit is 30 mph on eastbound approach at SE 192nd Avenue, 40 mph on westbound approach

⁵Speed limit is 40 mph on eastbound approach at SE 192nd Avenue, 35 mph on westbound approach

Pedestrian Facilities

Continuous sidewalks are provided on both sides of NW 38th Avenue between SE 192nd Avenue and NW Parker Street. A sidewalk is currently provided on the east side of NW Fisher Creek Drive. Sidewalks are currently absent on the west side of NW Fisher Creek Drive along the site frontage and will be constructed in conjunction with the proposed development.

Bicycle Facilities

Bike lanes are provided along both sides NW 38th Avenue in the site vicinity. Bike lanes are present along SE Bybee Road for approximately 100 east of SE 192nd Avenue but are not provided along the remainder of the roadway. Bike lanes are also provided along SE 192nd Avenue, Mill Plain Boulevard, SE 15th Street, SE 20th Street, and NW Parker Street.

Transit Facilities

There is no public fixed-route transit service within Camas. C-TRAN Route 37 operates along SE 192nd Avenue and SE 34th Street. Route 37 connects Fisher's Landing Transit Center and Downtown Vancouver. Service is provided on weekdays from 4:45 a.m. to 12:45 a.m., Saturdays from 7:15 a.m. to 11:30 p.m., and Sundays from 7:30 a.m. to 11 p.m. C-TRAN's "Connector" provides Camas with fully accessible dial-a-ride (reservation-based service) and scheduled stop service (no reservation required) at designated stops at Fisher's Landing Transit Center and Hiddenbrook Drive. Rides are provided on a first-come, first-served basis. Dial-a-ride services are available weekdays from 5:30-9:15 a.m. and 2:00-7:00 p.m.

Traffic Safety Summary

Crash data for the study intersections was obtained from the Washington Department of Transportation (WSDOT) for the three-year period from January 1, 2014 through December 31, 2016 and were reviewed to identify potential intersection safety issues. Table 2 summarizes the crashes reported at the study intersections. *Appendix "A" contains the detailed WSDOT crash data.*

Table 2: Intersection Crash History Summary

Location	Crash Severity			Crash Type						Total Crashes
	Fatal	Injury	PDO ¹	Rear End	Side-swipe	Angle	Turning Movement	Fixed Object	Other	
SE 192 nd Ave / Mill Plain Blvd	0	4	1	2	1	1	1	0	0	5
SE 192 nd Ave / SE 15 th St	0	2	3	4	0	0	1	0	0	5
SE 192 nd Ave / SE 20 th St	0	3	3	4	1	1	0	0	0	6
SE 192 nd Ave / NW Pacific Rim Blvd	0	4	5	1	1	3	4	0	0	9
NW 38 th Ave / SE Bybee Rd	0	0	0	0	0	0	0	0	0	0
NW 38 th Ave / NW Fisher Creek Dr	0	0	0	0	0	0	0	0	0	0
NW 38 th Ave / NW Parker St	0	3	2	0	0	0	2	3	0	5
NW Pacific Rim Blvd / NW Parker St	0	0	3	0	0	1	0	2	0	3
NW 16 th Ave / NW Brady Rd	0	0	4	1	0	1	0	0	2	4

¹PDO – Property damage only

As shown in Table 2, no fatal crashes were reported. No crashes were reported along NW 38th Avenue along or near the site frontage. Based on reviewing the crash data and considering recent urban street improvements made along the NW 38th Avenue corridor, there are no apparent traffic safety hazards that require mitigation in conjunction with site development.

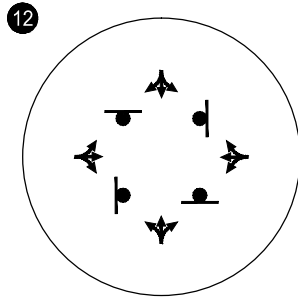
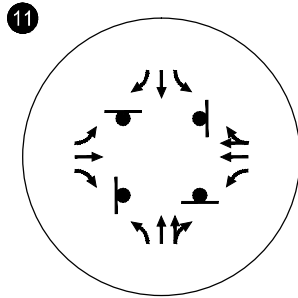
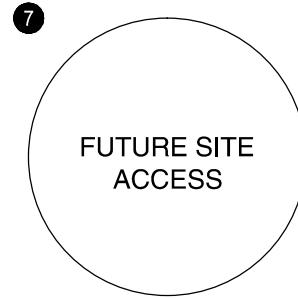
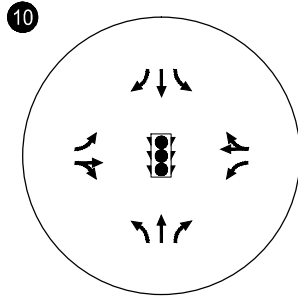
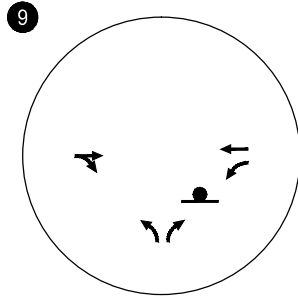
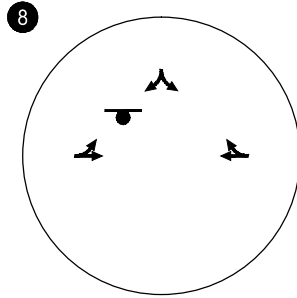
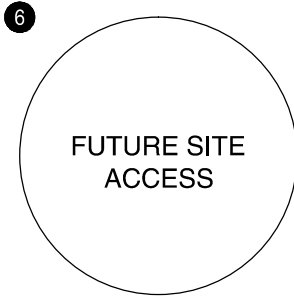
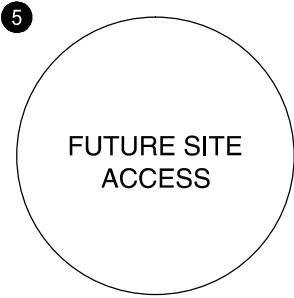
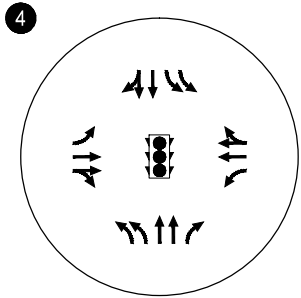
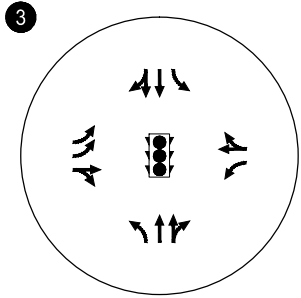
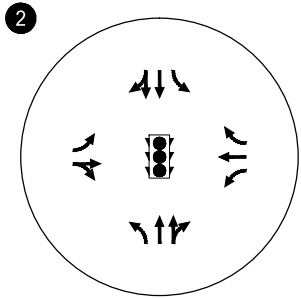
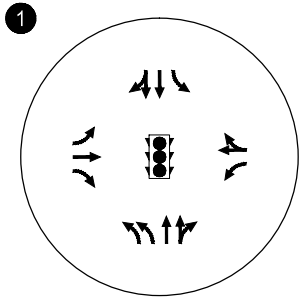
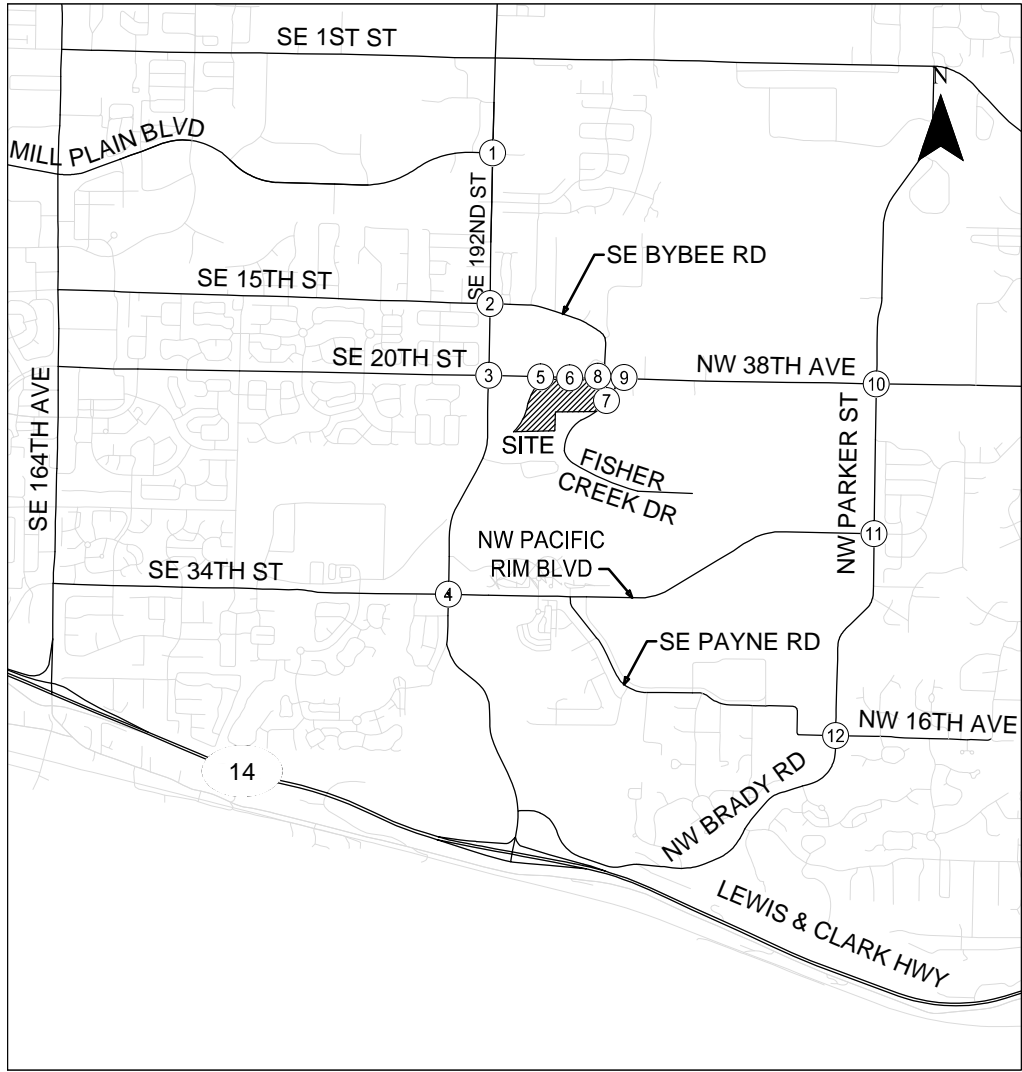
Existing Traffic Operations



Figure 3 illustrates the existing lane configurations and traffic control devices at each of these study intersections.

Turning movement counts were obtained at the study intersections on a midweek day in June 2017. All counts were performed during the morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak periods. Public schools were in session in the cities of Camas and Vancouver on the days the traffic counts were collected. The traffic counts revealed a local system morning peak from 7:30 to 8:30 a.m. and evening peak from 4:35 to 5:35 p.m.

Figures 4 and 5 show the existing traffic volumes and operations at each of the study intersections during weekday a.m. and p.m. peak hours, respectively. As shown in the figures, all study intersections operate acceptably during both peak periods, satisfying the applicable LOS and/or volume to capacity ratio standards. *Appendix “C” includes the traffic count data, and Appendix “D” includes the existing traffic analysis worksheets.*

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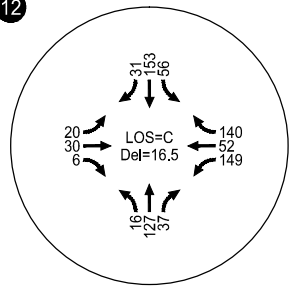
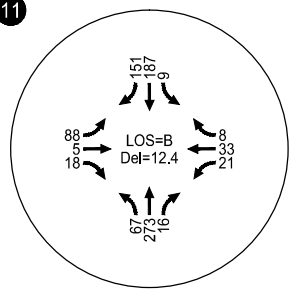
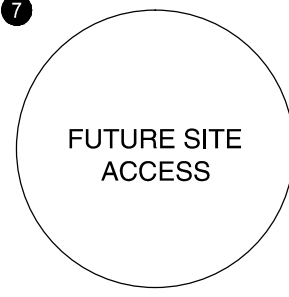
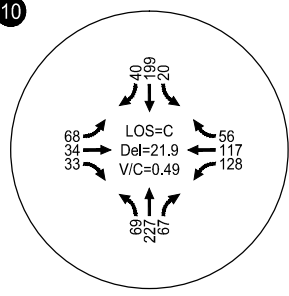
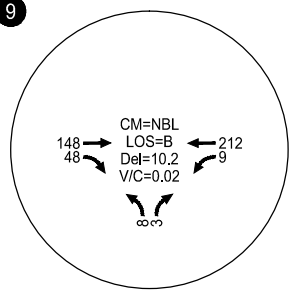
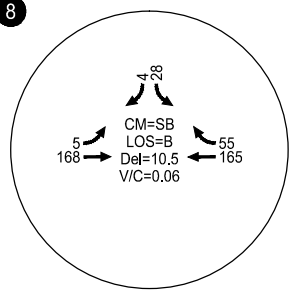
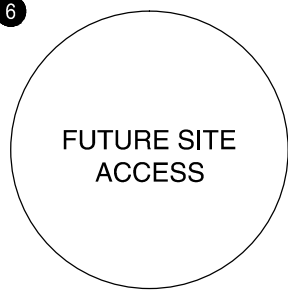
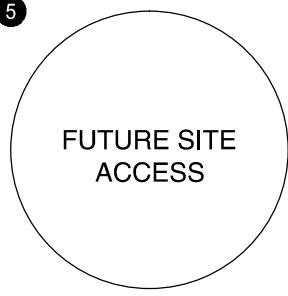
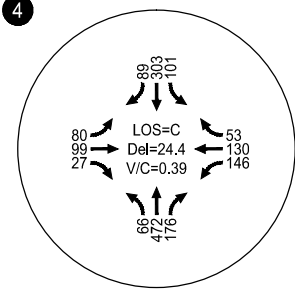
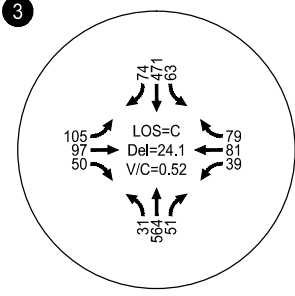
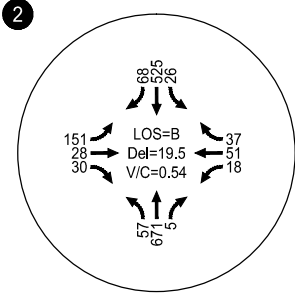
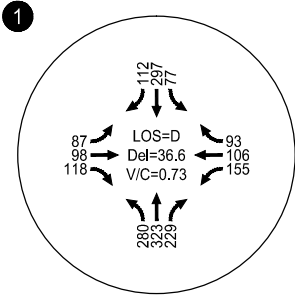
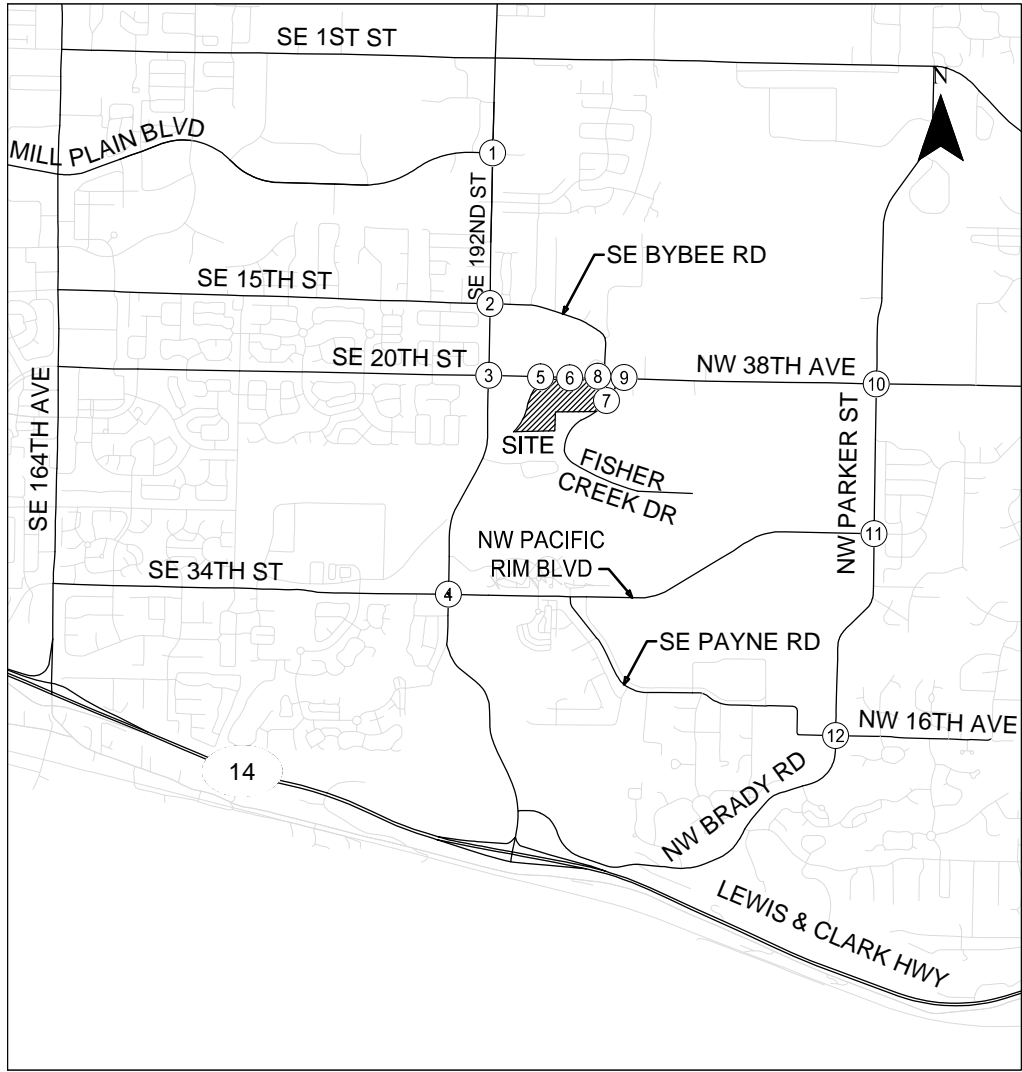


-  - STOP SIGN
-  - TRAFFIC SIGNAL

Existing Lane Configurations and Traffic Control Devices
Camas, Washington

Figure
3

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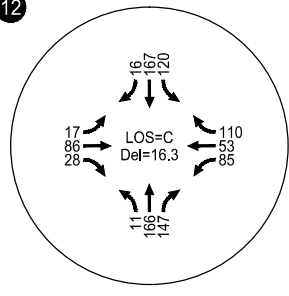
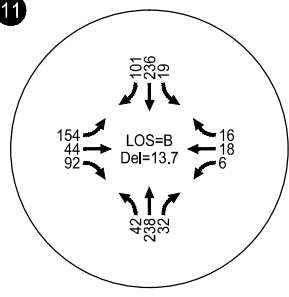
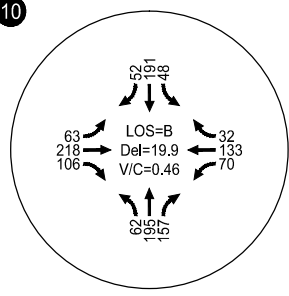
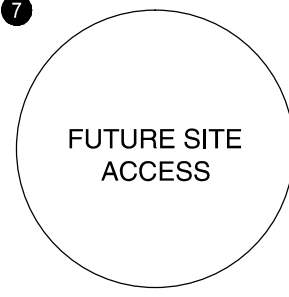
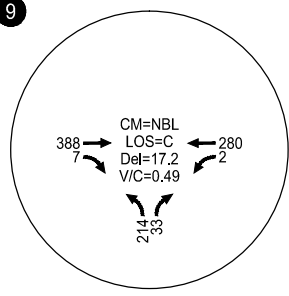
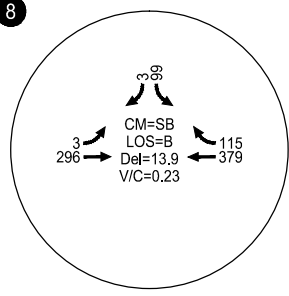
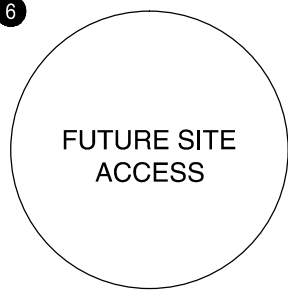
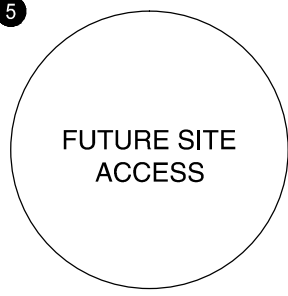
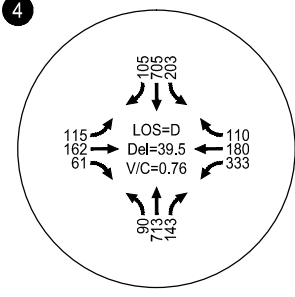
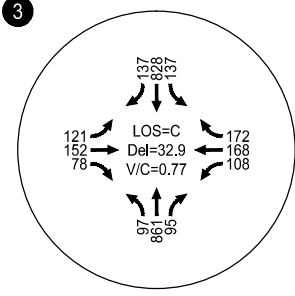
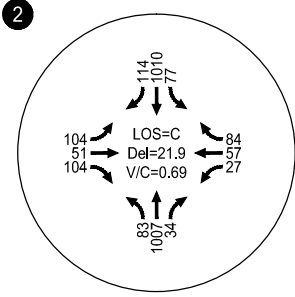
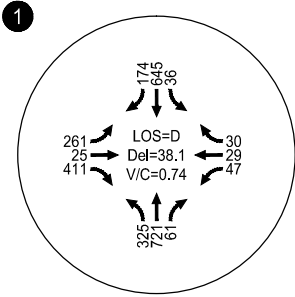
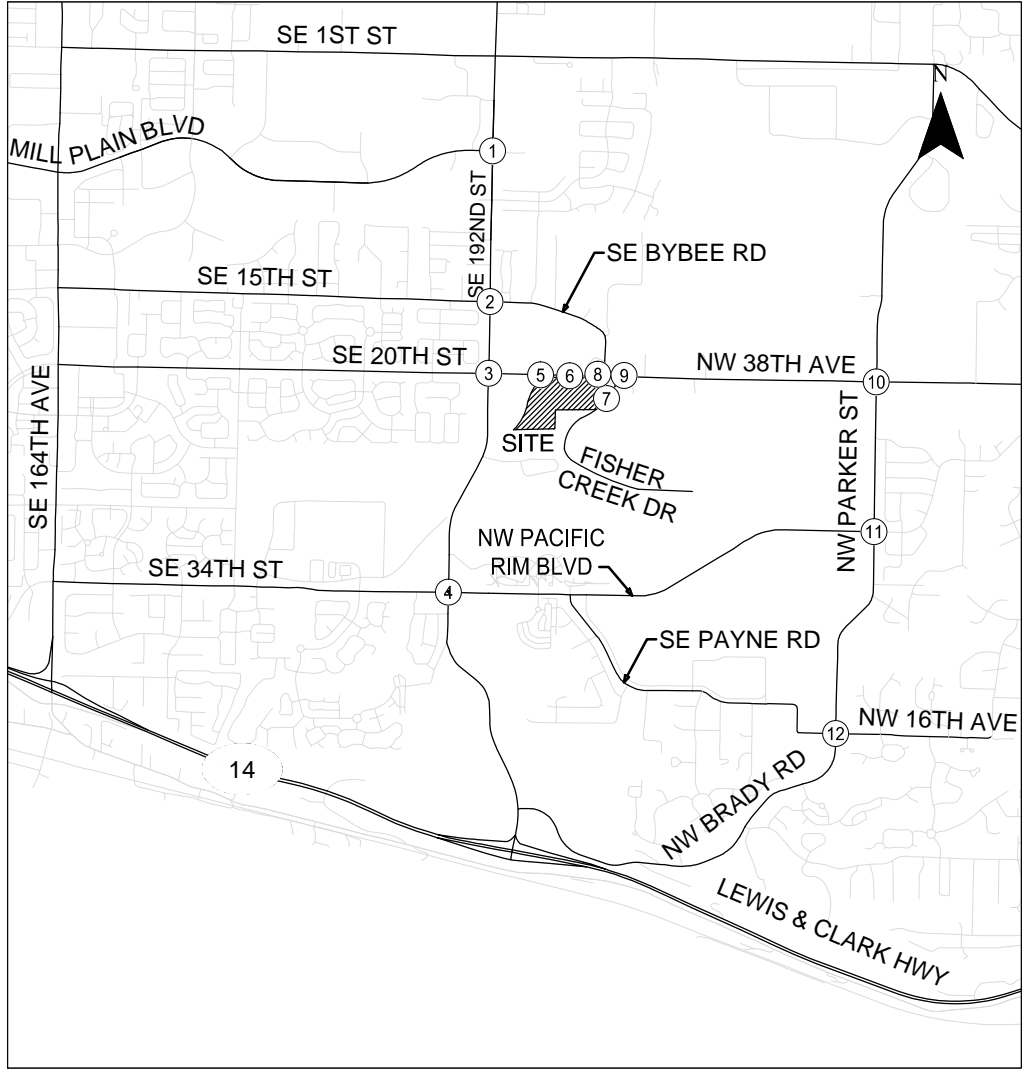


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LOS = CRITICAL MOVEMENT LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Existing Traffic Conditions
Weekday AM Peak Hour
Camas, Washington

Figure
4

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CM = CRITICAL MOVEMENT (UNSIGNALIZED)
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Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Existing Traffic Conditions
Weekday PM Peak Hour
Camas, Washington

Figure
5

TRAFFIC IMPACT ANALYSIS

The future conditions analysis identifies how the study intersections will operate in the proposed development completion year of 2021. The following elements were analyzed to account for the impacts of the proposed development:

- 2021 Scenario 1 Background traffic conditions (SE Bybee Road aligned at NW Fisher Creek Drive **without** the proposed development);
- 2021 Scenario 2 Background traffic conditions (SE Bybee Road aligned to the east **without** the proposed development);
- 2021 Scenario 1 Total Traffic Conditions (SE Bybee Road aligned at NW Fisher Creek drive **with** the proposed development); and
- 2021 Scenario 2 Total Traffic Conditions (SE Bybee Road aligned to the east **with** the proposed development).

Year 2021 Background Conditions

The background traffic analysis identifies how the study intersections will operate in the proposed project build year with traffic growth from in-process developments within the study area, but not including the trips associated with the proposed Grass Valley project. The City of Camas identified the following approved in-process developments in the site vicinity that would potentially add trips to the study intersections:

- | | |
|--|---|
| 1. NW 38 th Dental Office | 8. Lofts at Camas Meadows |
| 2. Belz Place Residential Development ² | 9. Parklands at Camas Meadows |
| 3. CJ Dens Residential Subdivision | 10. The Village at Camas Meadows |
| 4. Columbia Palisades Subdivision | 11. Kate's Woods Apartments |
| 5. Fisher Creek Campus Building 4 | 12. Dawson Ridge Subdivision |
| 6. Green Mountain Estates | 13. Camas Crossing Development |
| 7. Green Mountain Master Plan ³ | 14. Camas School District – Sharp Drive |

Given the traffic volumes from multiple in-process developments and per direction from City of Camas engineering staff, no additional regional background growth rate was applied at City of Camas intersections. A two percent annual growth rate plus the identified in-process trips were applied along the SE 192nd Avenue corridor per the *City of Vancouver Traffic Study Guidelines. Appendix "E" includes the estimated in-process volumes.*

² The Belz Place Development is 50 percent complete. Traffic forecasts have been adjusted accordingly.

³ The Green Mountain Master Plan is five percent complete. Traffic forecasts have been adjusted accordingly.

Future Roadway Network Changes

The capital improvement programs for both the cities of Camas and Vancouver were reviewed to determine if any of the study area roadways or intersections are targeted for capacity enhancements. The SE Bybee Road realignment to the NW Fisher Creek Drive signal is listed on the City's 6-year street plan and Capital Facilities Plan. However, the Camas Crossing development proposes to shift the realignment to SE 202nd Avenue or another point further east through the Master Plan/Development Agreement process as previously described.

As the location of SE Bybee Road's connection with NW 38th Avenue is still being determined, two background scenarios were considered. Minor changes in the in-process trip assignments are expected between Scenario 1 (SE Bybee Road aligned at NW Fisher Creek Drive) and Scenario 2 (SE Bybee Road aligned to the east).

In addition, under both scenarios the NW 16th Avenue/NW Brady Road intersection will be signalized in conjunction with another in-process development. Figures 6 and 7 show the anticipated lane configurations and traffic control devices for Scenarios 1 and 2, respectively.

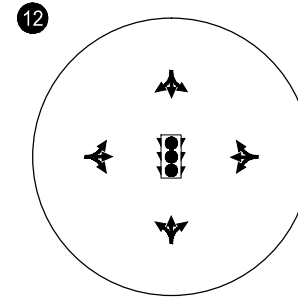
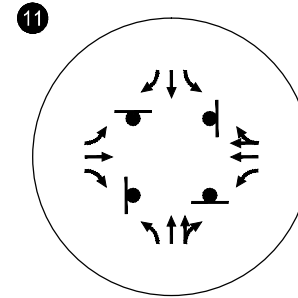
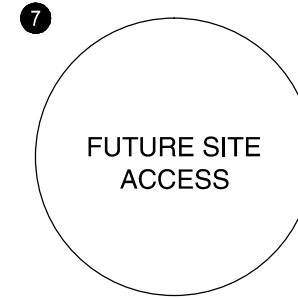
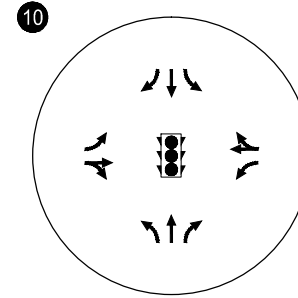
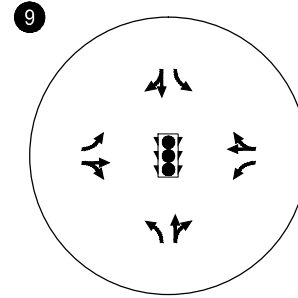
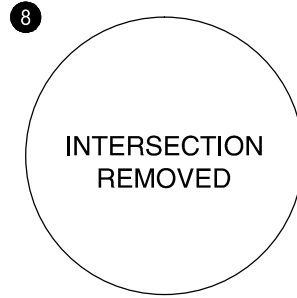
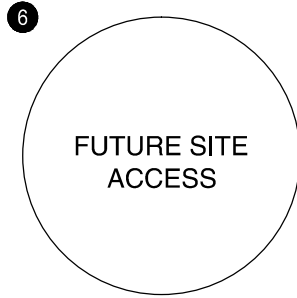
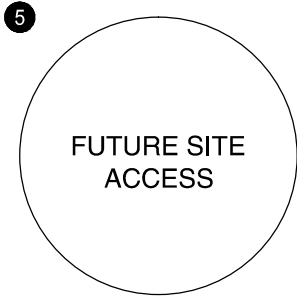
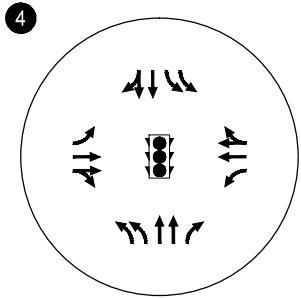
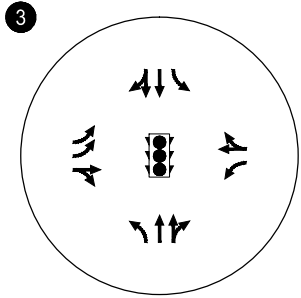
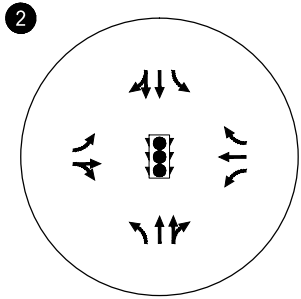
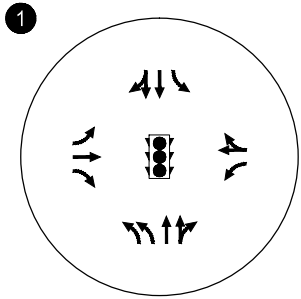
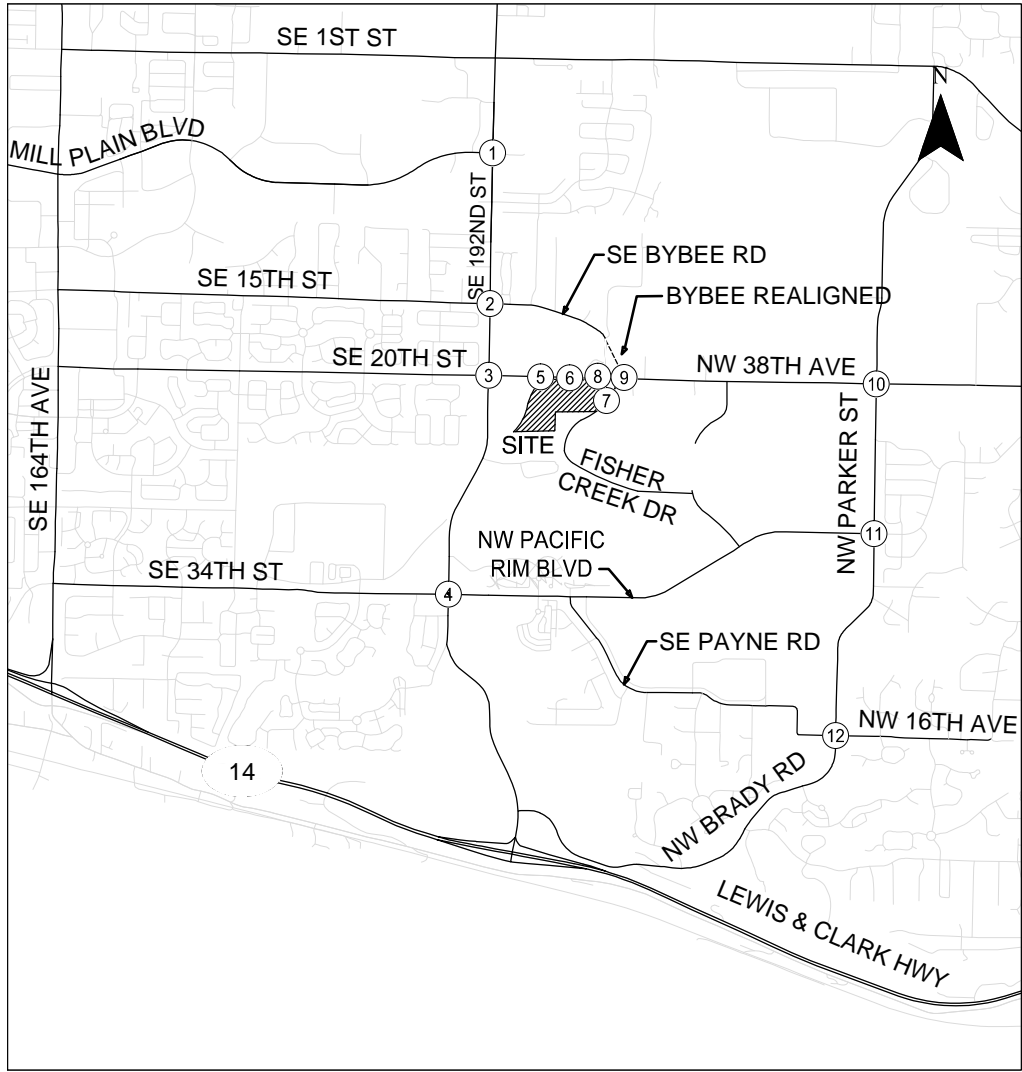
Scenario 1 (SE Bybee Road aligned at NW Fisher Creek Drive) Background Traffic Conditions

Figures 8 and 9 show the projected 2021 background traffic volumes and operations for the study intersections during the weekday a.m. and p.m. peak hours, respectively. As shown in the figures, all intersections are expected to continue operating acceptably and satisfy the jurisdictional standards of the governing agency. *Appendix "F" includes the 2021 background traffic analysis worksheets.*

Scenario 2 (SE Bybee Road aligned to the east) Background Traffic Conditions

Figures 10 and 11 show the projected 2021 background traffic volumes and operations for the study intersections during the weekday a.m. and p.m. peak hours under Scenario 2. As shown in the figures, the SE 20th Street/SE 192nd Avenue intersection is projected to operate over-capacity and at LOS F during the weekday p.m. peak hour, exceeding City of Vancouver standards. All other intersections are projected to continue operating acceptably and satisfy the jurisdictional standards of the governing agency. *Appendix "F" includes the 2021 background traffic analysis worksheets.*

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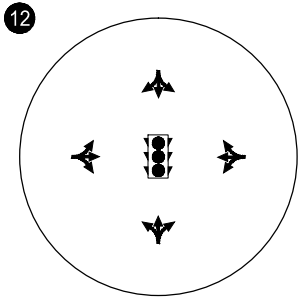
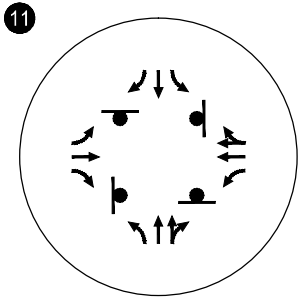
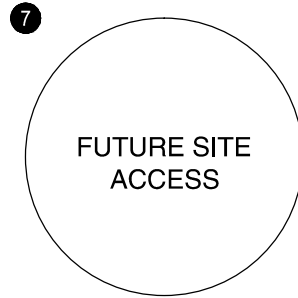
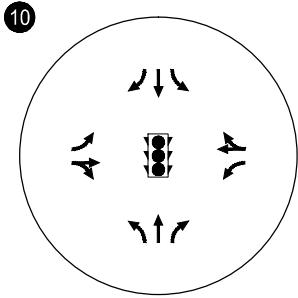
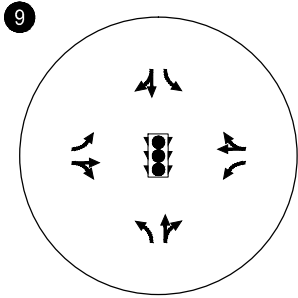
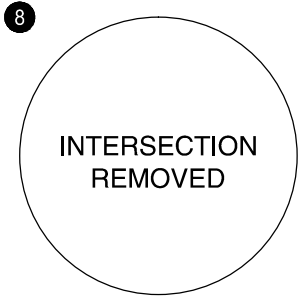
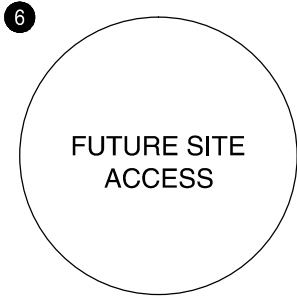
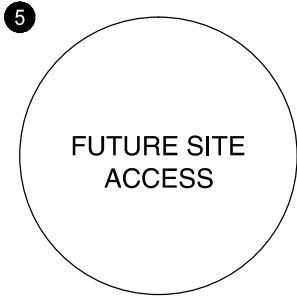
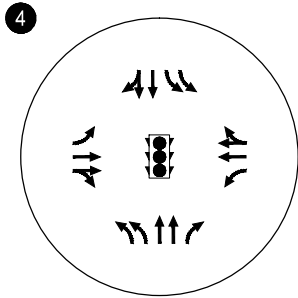
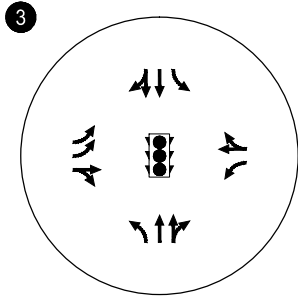
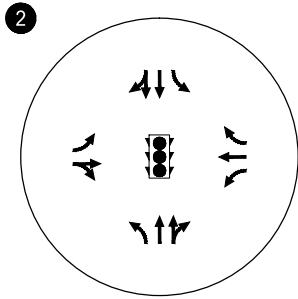
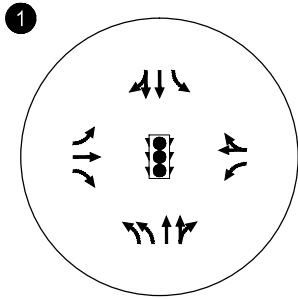
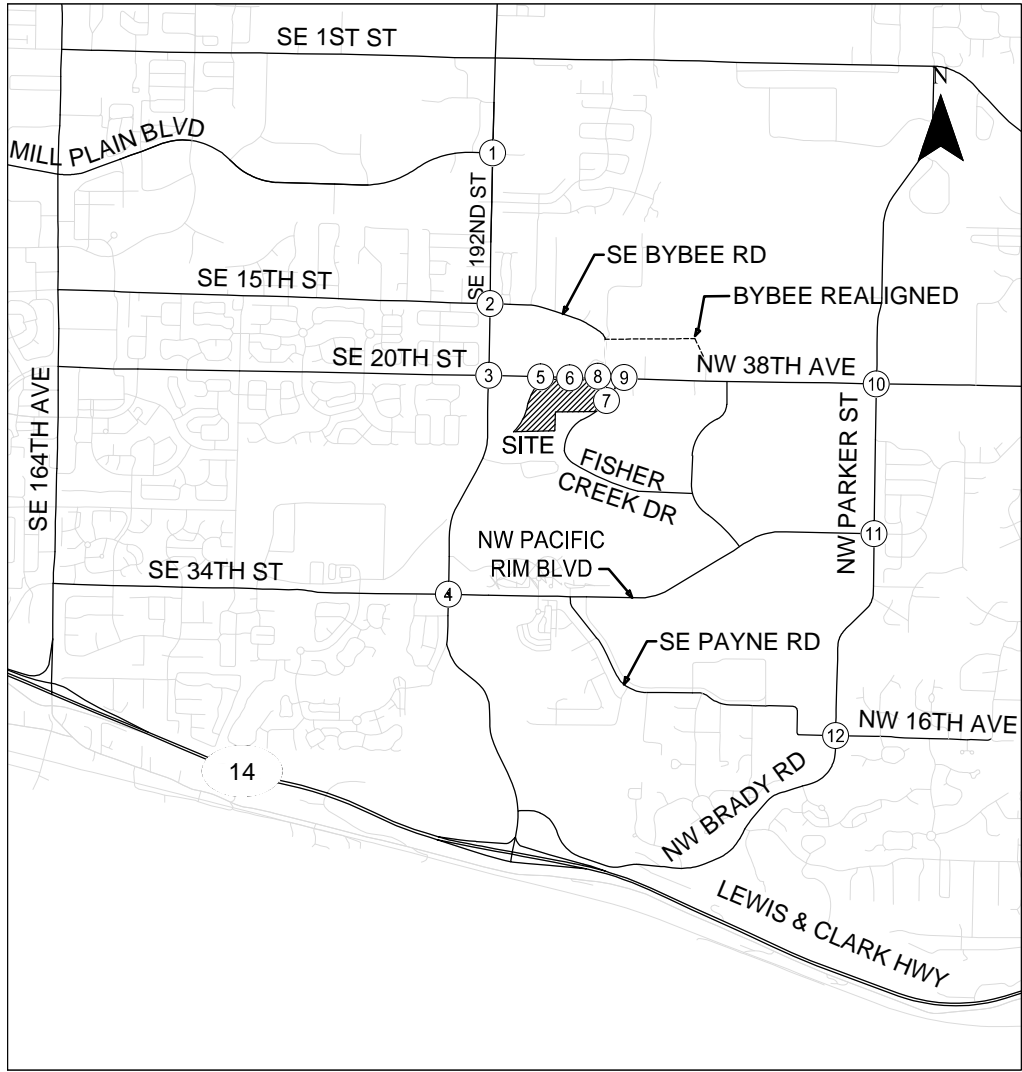


- STOP SIGN
- TRAFFIC SIGNAL

Scenario 1
Future Lane Configurations & Traffic Control Devices
Camas, Washington

Figure
6

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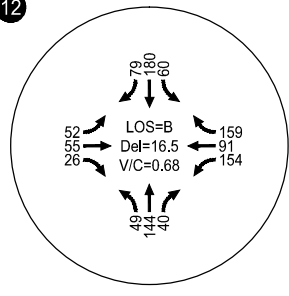
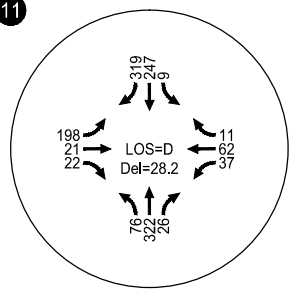
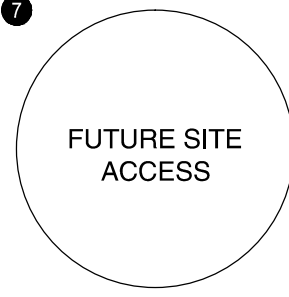
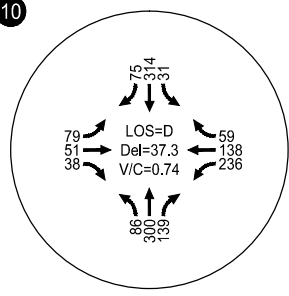
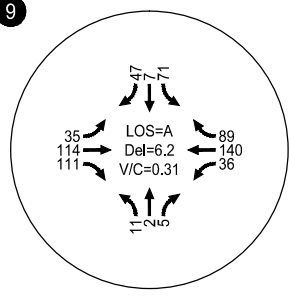
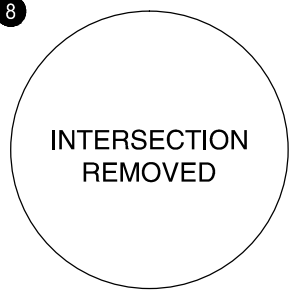
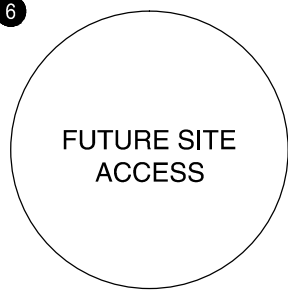
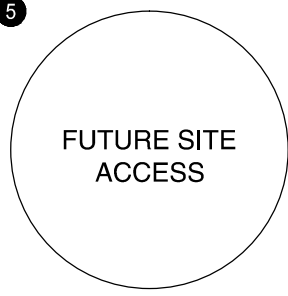
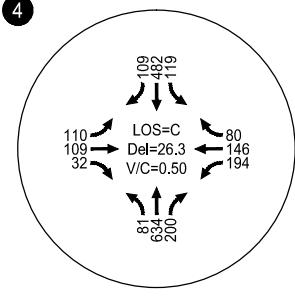
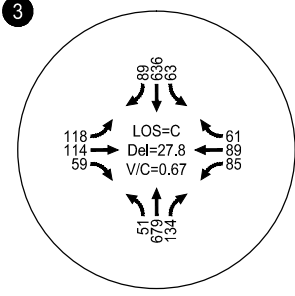
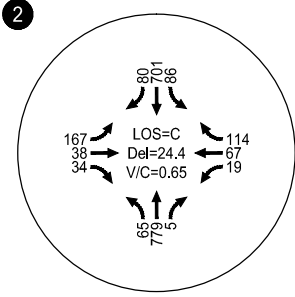
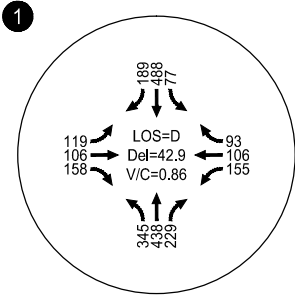
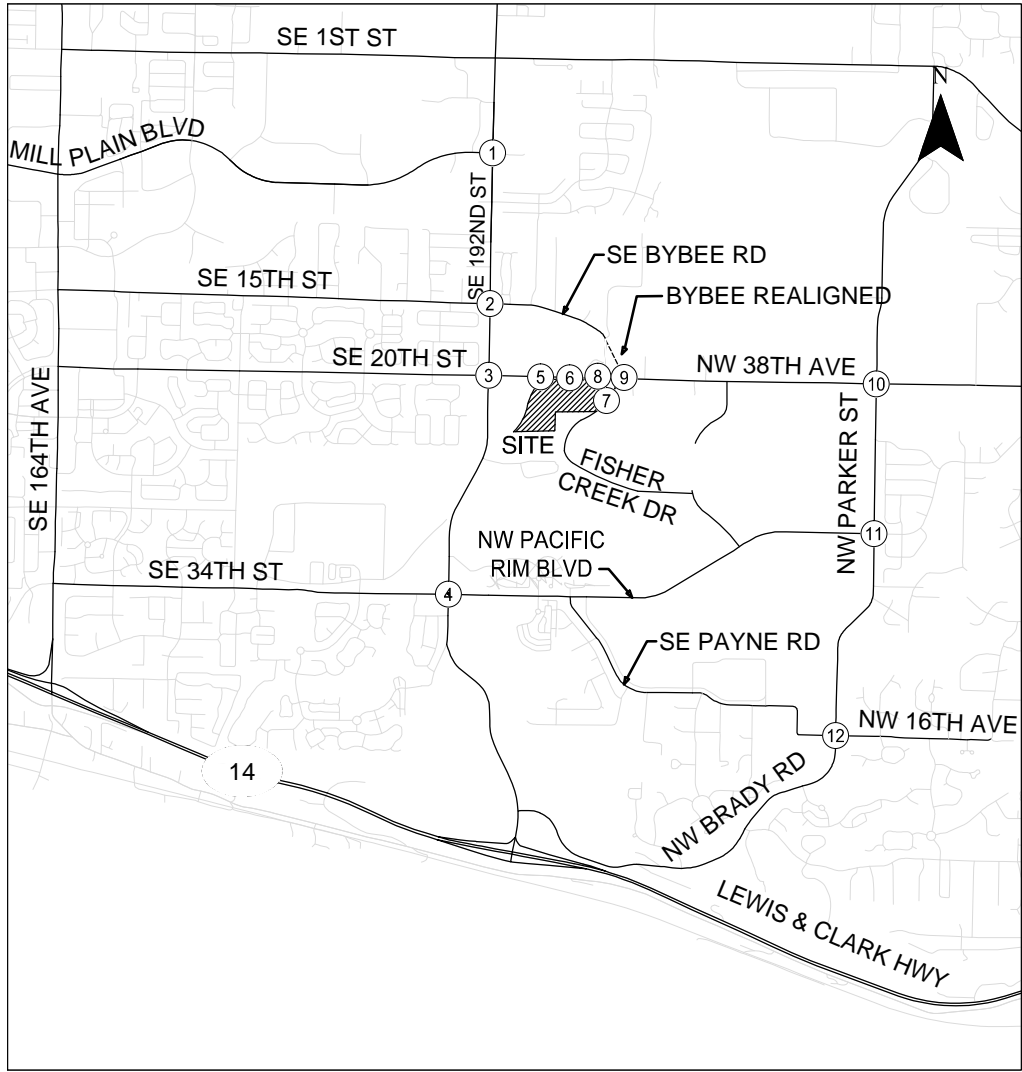


- STOP SIGN
- TRAFFIC SIGNAL

Scenario 2
Future Lane Configurations & Traffic Control Devices
Camas, Washington

Figure
7

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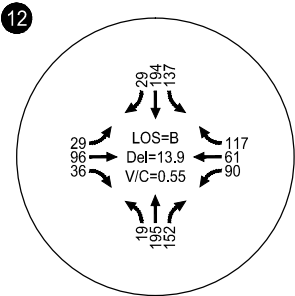
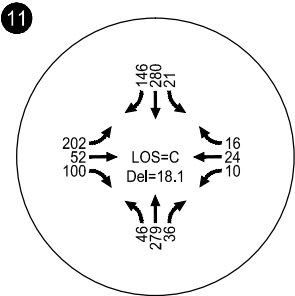
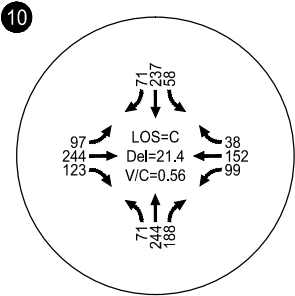
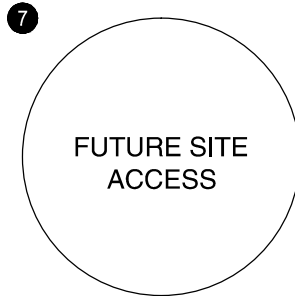
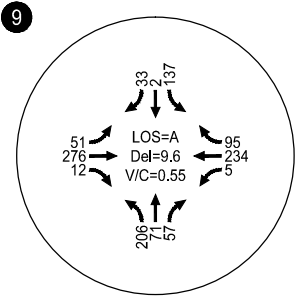
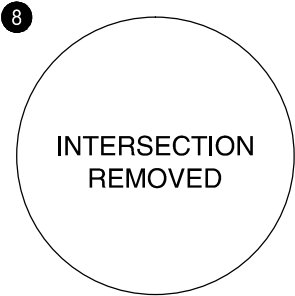
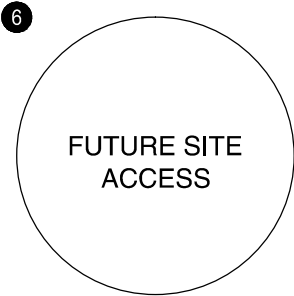
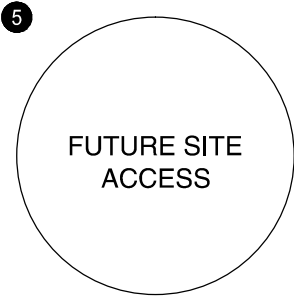
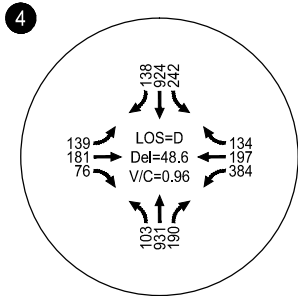
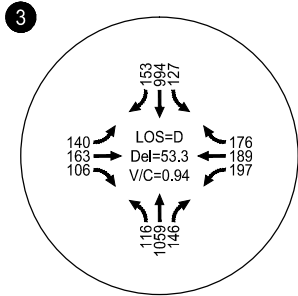
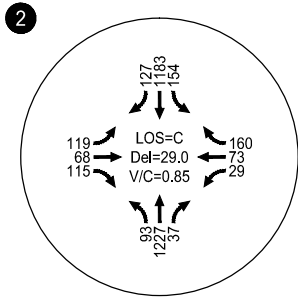
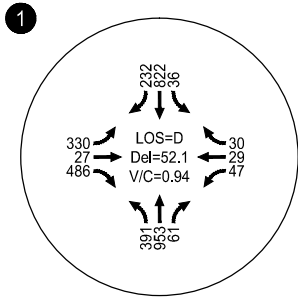
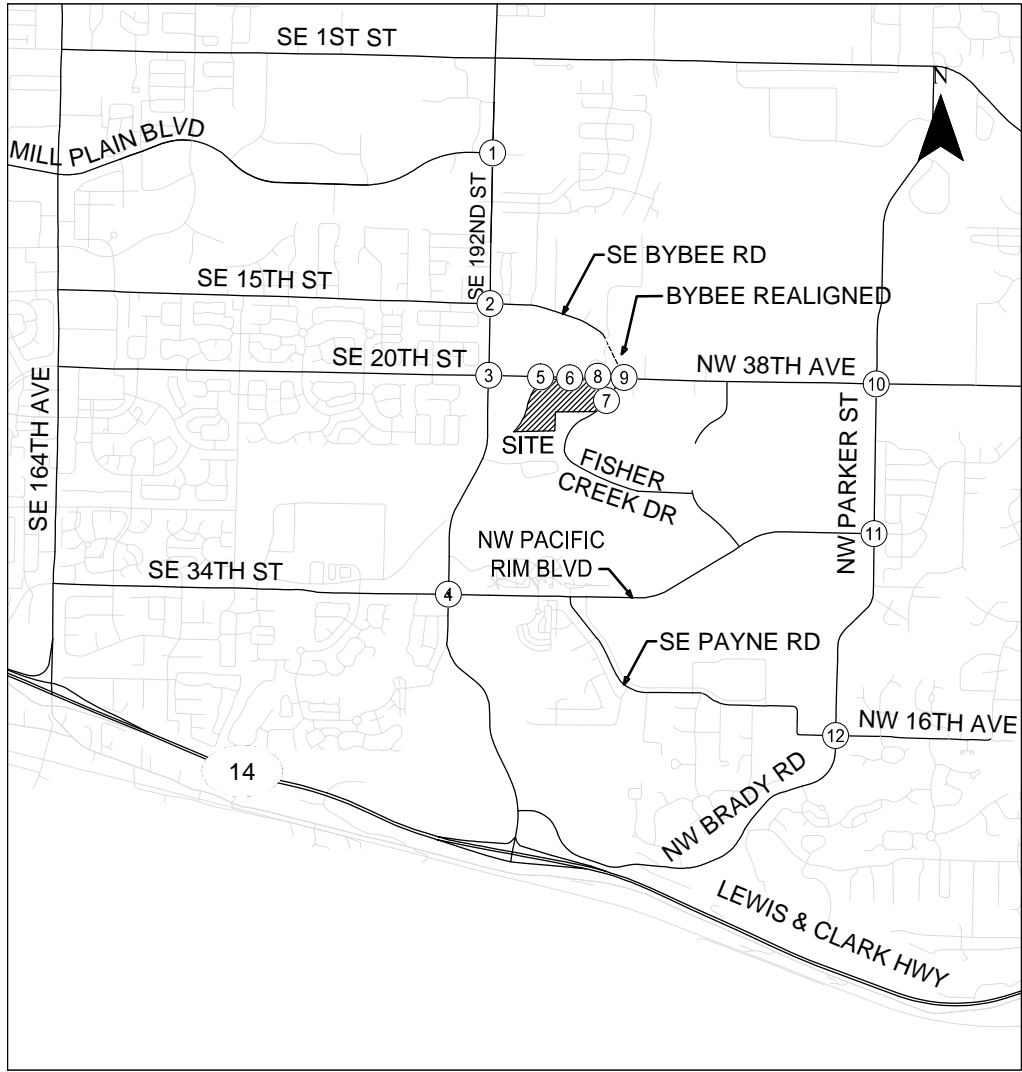


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LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
(SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
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DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Scenario 1 2021 Background Traffic Conditions
Weekday AM Peak Hour
Camas, Washington

Figure
8

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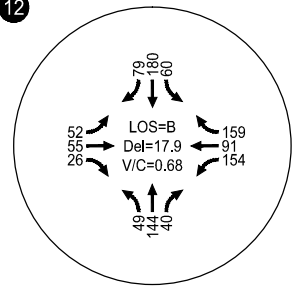
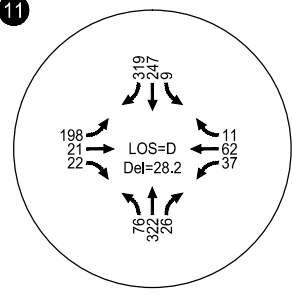
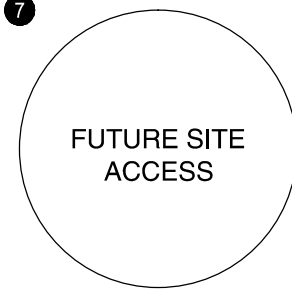
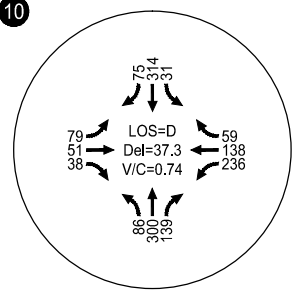
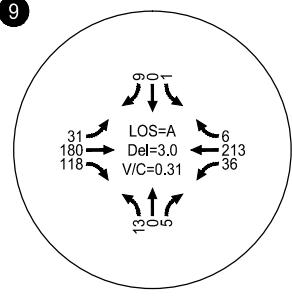
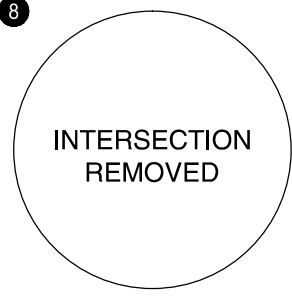
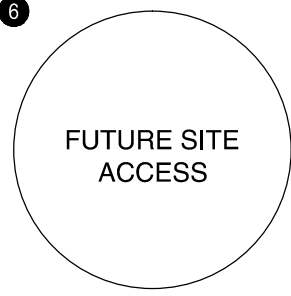
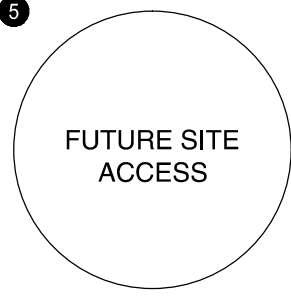
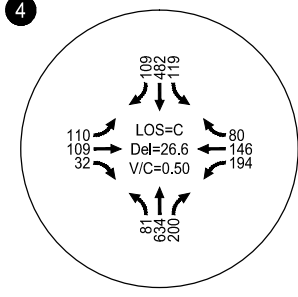
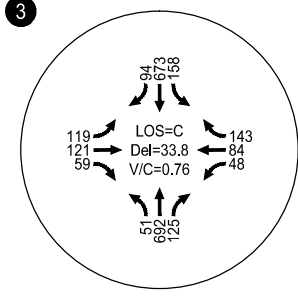
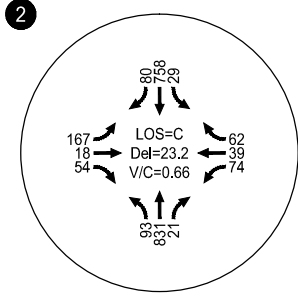
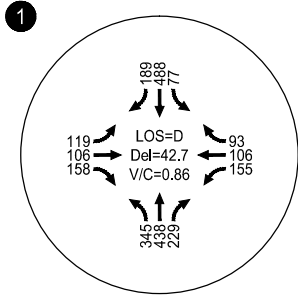
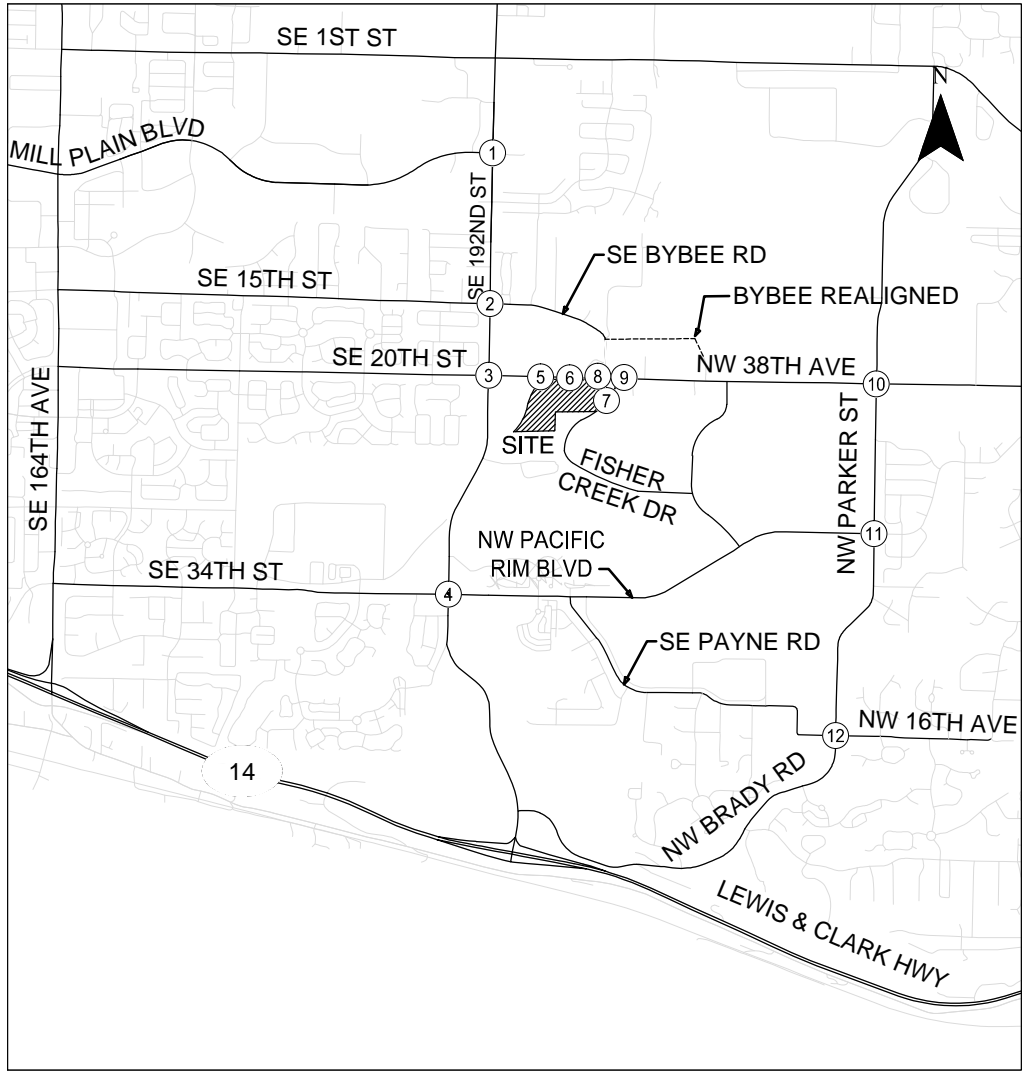


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DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Scenario 1 2021 Background Traffic Conditions
Weekday PM Peak Hour
Camas, Washington

Figure
9

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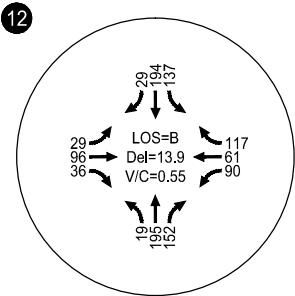
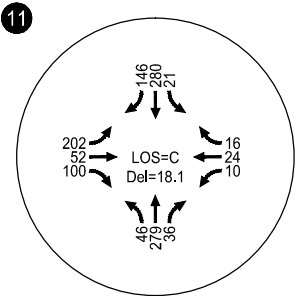
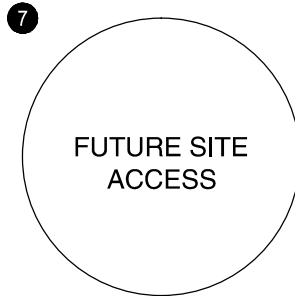
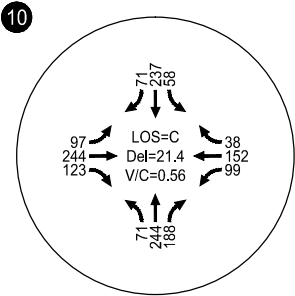
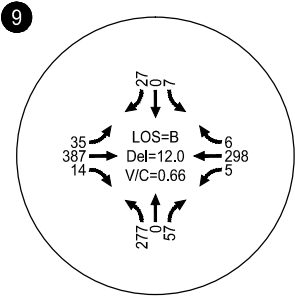
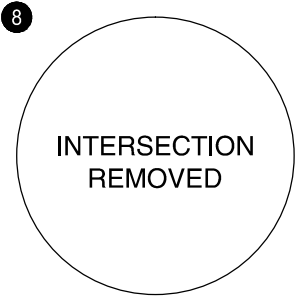
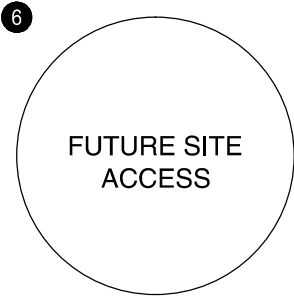
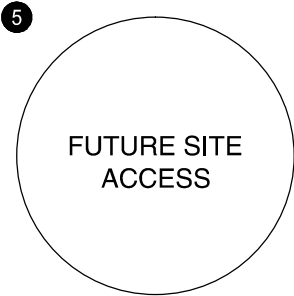
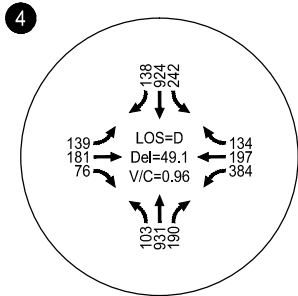
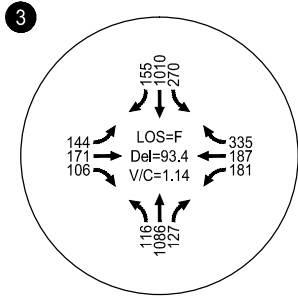
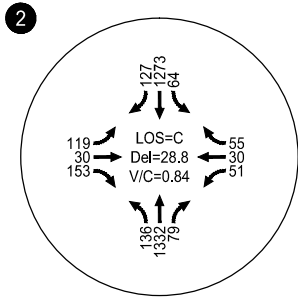
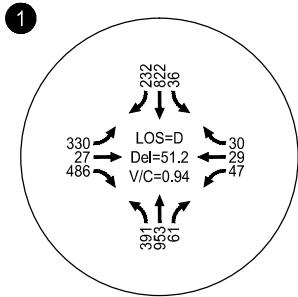
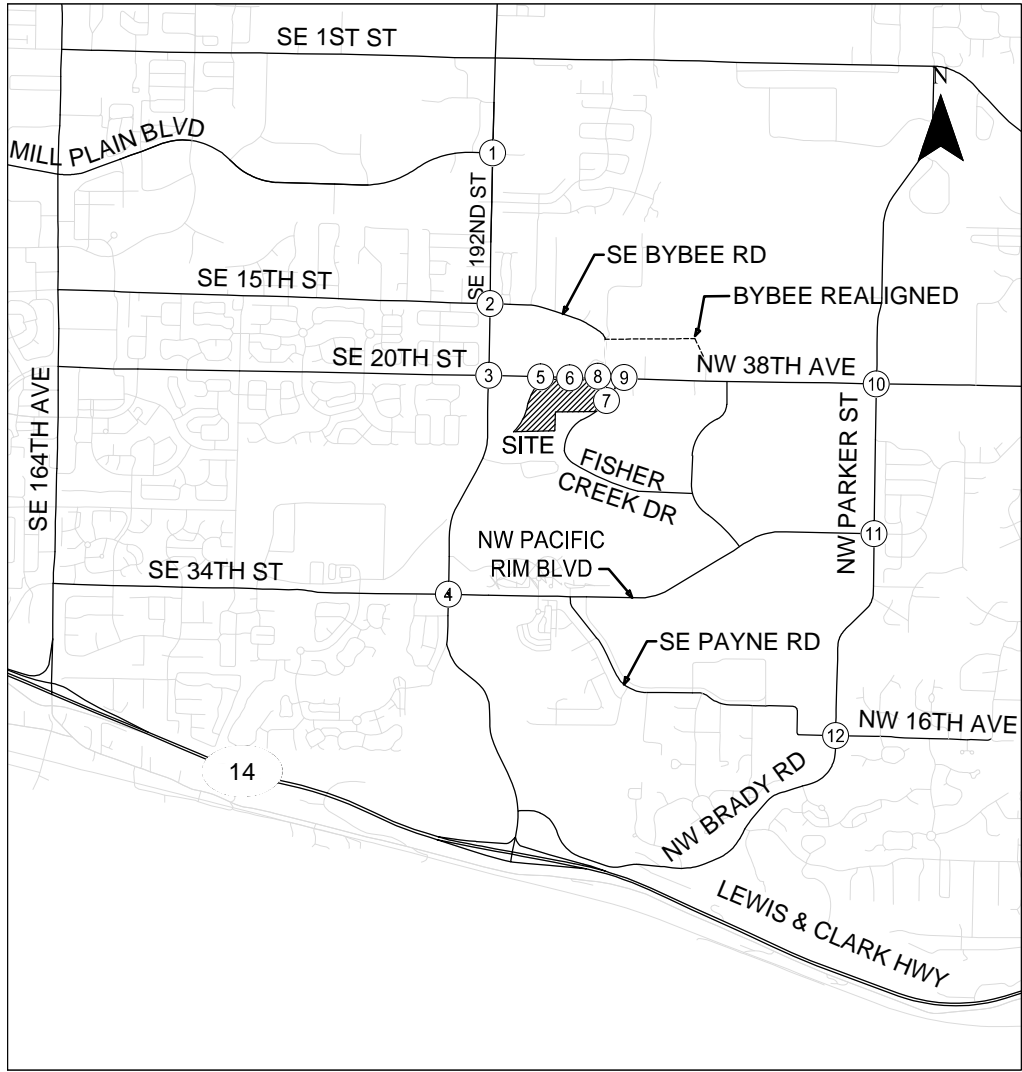


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V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Scenario 2 2021 Background Traffic Conditions
Weekday AM Peak Hour
Camas, Washington

Figure
10

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V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Scenario 2 2021 Background Traffic Conditions
Weekday PM Peak Hour
Camas, Washington

Figure
11

Proposed Development Plan

The applicant proposes to construct a mixed-use development consisting of up to 276 apartment units, 100,000 square feet of corporate headquarters, 150,000 square feet of general office, and 20,000 square feet of retail split evenly between restaurant and grocery. Access to the development is proposed via two unsignalized driveways on NW 38th Avenue and two unsignalized driveways on NW Fisher Creek Drive south of NW 38th Avenue (and north of the gated entry to the Fisher Investments Campus). The location of the western driveway on NW 38th Avenue is being coordinated with the neighboring Camas Crossing development to align the site driveways.

Other planned transportation improvements associated with the proposed development include a sidewalk along the site frontage on the west side of NW Fisher Creek Drive and a southbound right turn lane into the site at the unsignalized driveway on NW Fisher Creek Drive. Full occupancy of the development is expected to occur by 2021.

Trip Generation

Estimates of average weekday a.m. and p.m. peak hour vehicle trip ends were obtained from the standard reference manual, *Trip Generation, 9th Edition*, published by the Institute of Transportation Engineers (Reference 2). Pass-by rates were developed based on guidance in *Trip Generation Handbook, 3rd Edition* (Reference 3), and trip internalization rates between uses were developed based on guidance in *Trip Generation Handbook, 2nd Edition* (Reference 4) for daily trips, and NCHRP Report 684 (Reference 5) for peak hour trips. *Appendix "G" includes the OTISS Traffic software trip internalization calculations.* Table 3 summarizes the trip generation for the proposed development.

Table 3: Site Trip Generation Estimate

Land Use Category	ITE Code	Size	Units	Total Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
					Total	In	Out	Total	In	Out
Residential Apartments	220	276	DU	1,835	141	28	113	171	111	60
Less Internal Trips				-254	-17	-2	-15	-38	-23	-15
Corporate Headquarters Building	714	100,000	Sq. Ft.	798	152	141	11	141	14	127
General Office Building	710	150,000	Sq. Ft.	1,654	234	206	28	224	38	186
Less Internal Trips				-124	-40	-21	-19	-12	-2	-10
High-Turnover (Sit-Down) Restaurant	932	10,000	Sq. Ft.	1,272	108	59	49	99	59	40
Less Internal Trips				-455	-45	-27	-18	-47	-24	-23
Less Pass-By Trips (21% Daily and AM peak, 43% PM peak)				-172	-12	-6	-6	-22	-11	-11
Supermarket	850	10,000	Sq. Ft.	1,022	34	21	13	95	48	47
Less Internal Trips				-433	-16	-9	-7	-51	-25	-26
Less Pass-By Trips (18% Daily and AM peak, 36% PM peak)				-106	-4	-2	-2	-38	-19	-19
Total Trips				6,581	669	455	214	730	270	460
Less Internal Trips				-1,266	-118	-59	-59	-148	-74	-74
Less Pass-by Trips				-278	-16	-8	-8	-60	-30	-30
Net New Primary Trips				5,037	535	388	147	522	166	356

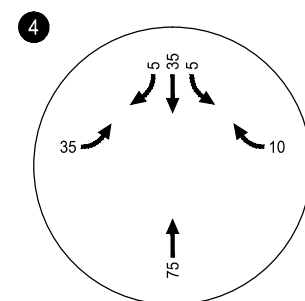
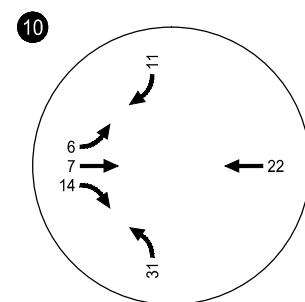
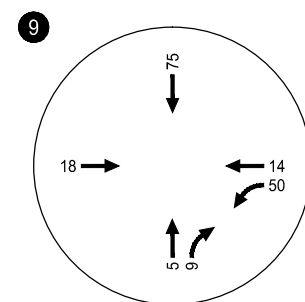
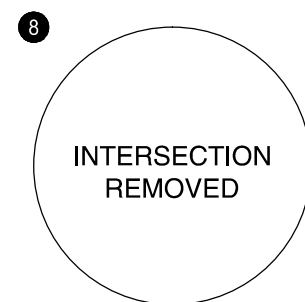
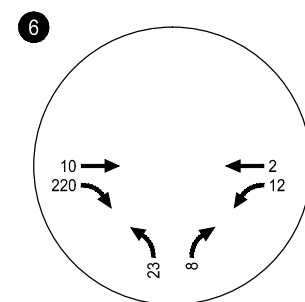
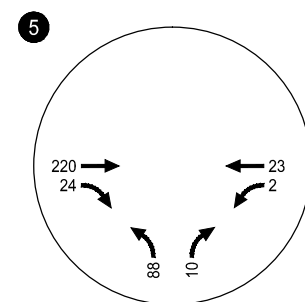
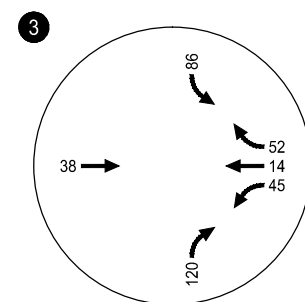
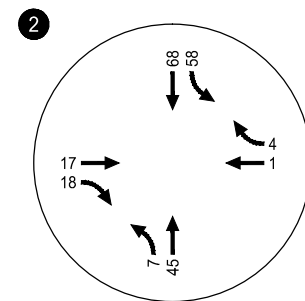
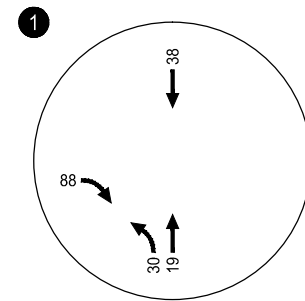
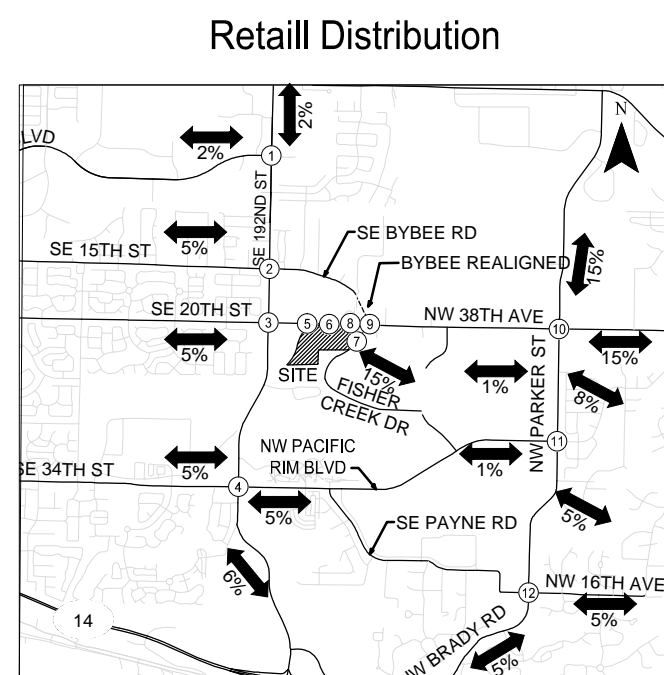
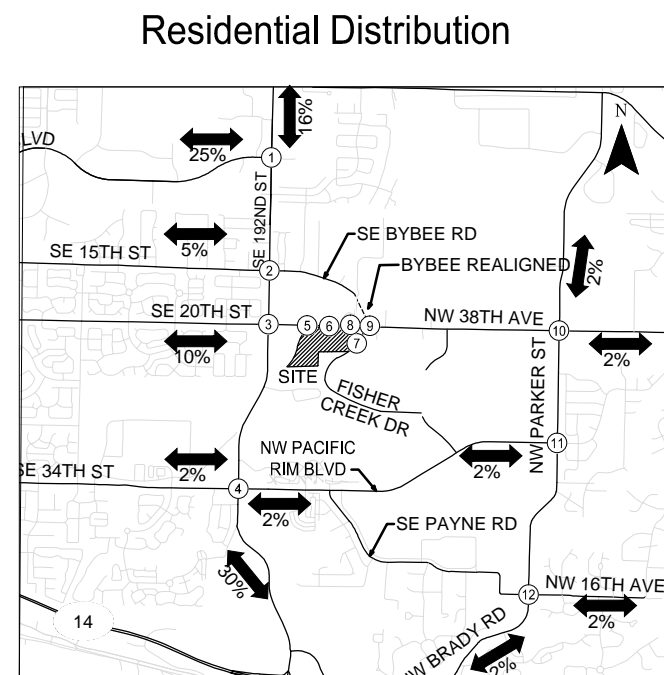
Trip Distribution

The distribution of site-generated trips onto the study area roadway system was estimated based on a review of surrounding roadway characteristics, existing uses, the 2035 travel demand model maintained by the Southwest Washington Regional Transportation Council (RTC) (select zone analysis of TAZ #651), and other trip distribution patterns used for similar projects in the area.

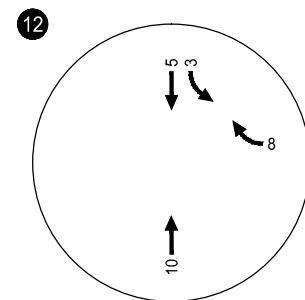
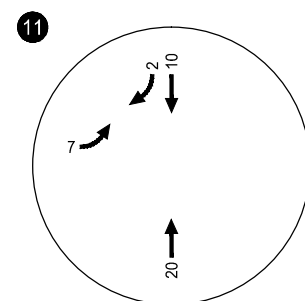
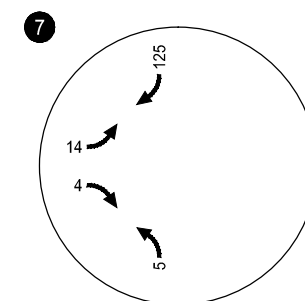
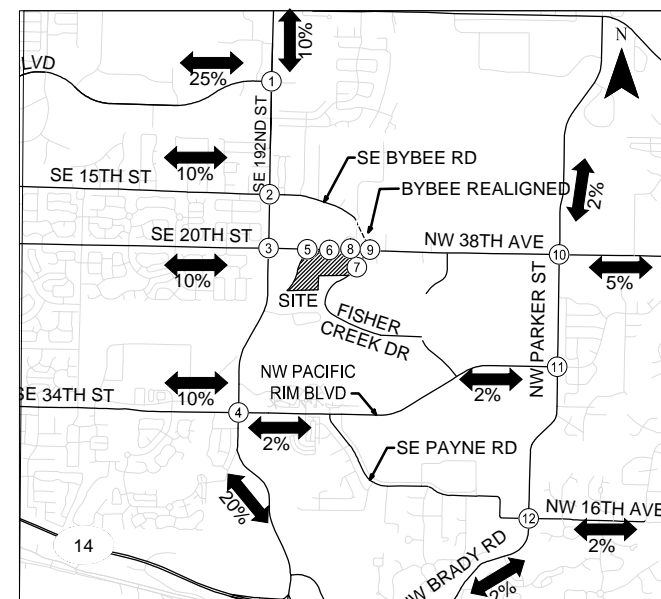
Three distinct distribution patterns were employed in the analysis (one each for residential, office, and retail uses) recognizing trips associated with each of the land uses will have different travel patterns. For example, some retail trips are likely to be made from employees of existing businesses and homes in the immediate site vicinity given the project location whereas residential trips are likely to travel further to and from the site. Further, the market area for retail uses will be limited to the west where there are multiple competing uses while there is little retail service provided east of the site. Figures 12 and 13 illustrate the three estimated trip distribution patterns.

Trip Assignment

The weekday a.m. and p.m. peak hour site trips shown in Table 3 were assigned to the roadway network based on the trip distribution patterns shown in Figures 12 and 13. Figures 12 and 13 also show the a.m. and p.m. peak hour primary trip assignments for site development under Scenario 1. Figures 14 and 15 show the a.m. and p.m. peak hour pass-by trip assignments. New trip assignments under Scenario 2 are shown on Figures 16 and 17 (site pass-by trip assignment remains the same under Scenarios 1 and 2).



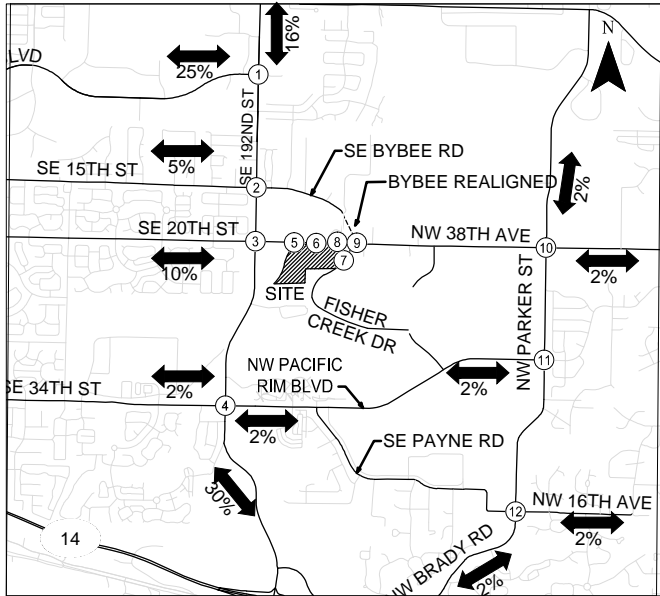
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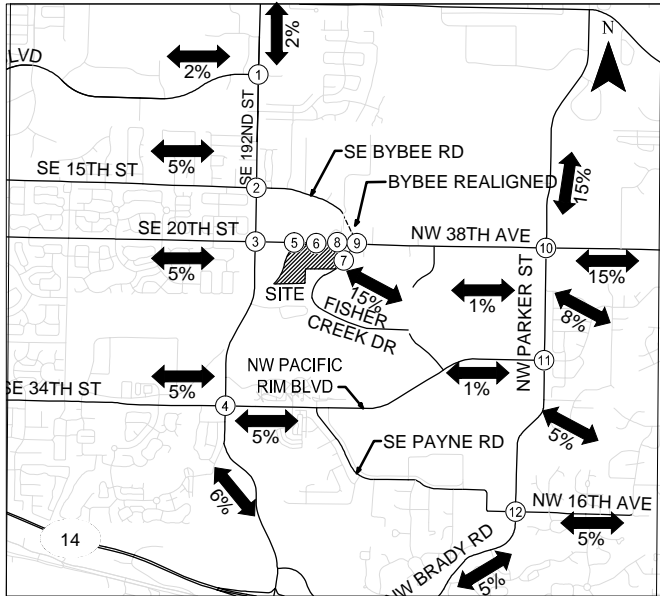
Scenario 1 Trip Distribution & Assignment Weekday AM Peak Hour Camas, Washington

Figure
12

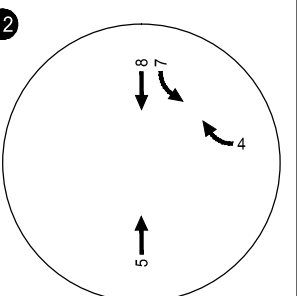
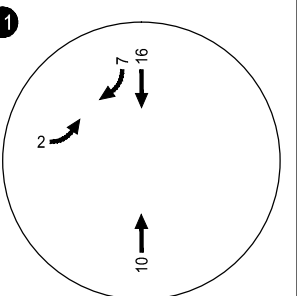
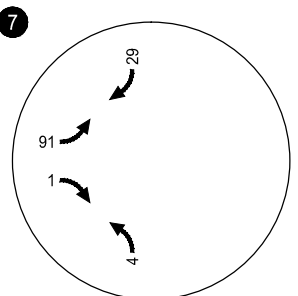
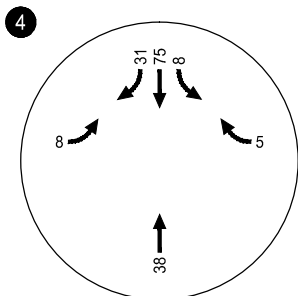
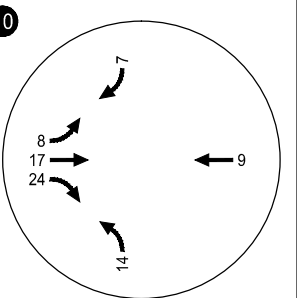
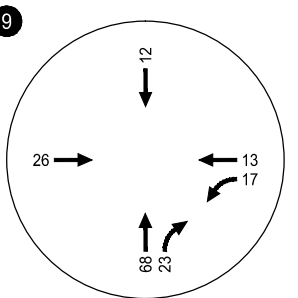
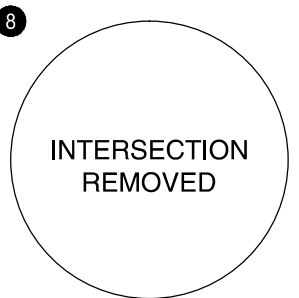
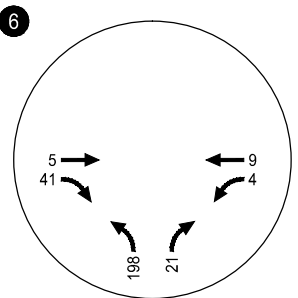
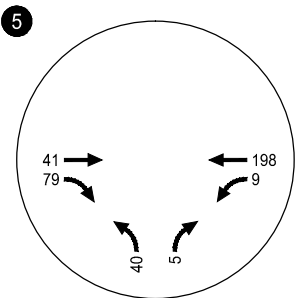
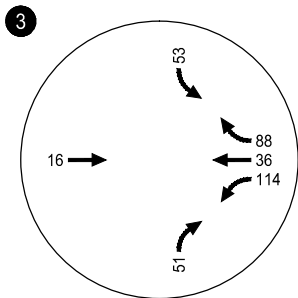
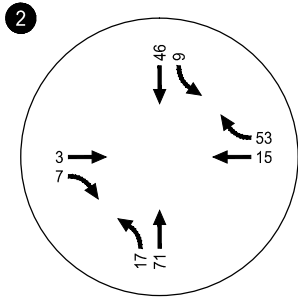
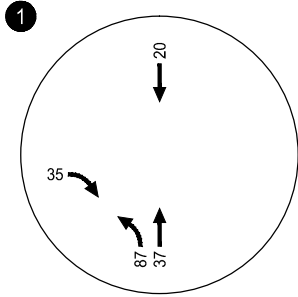
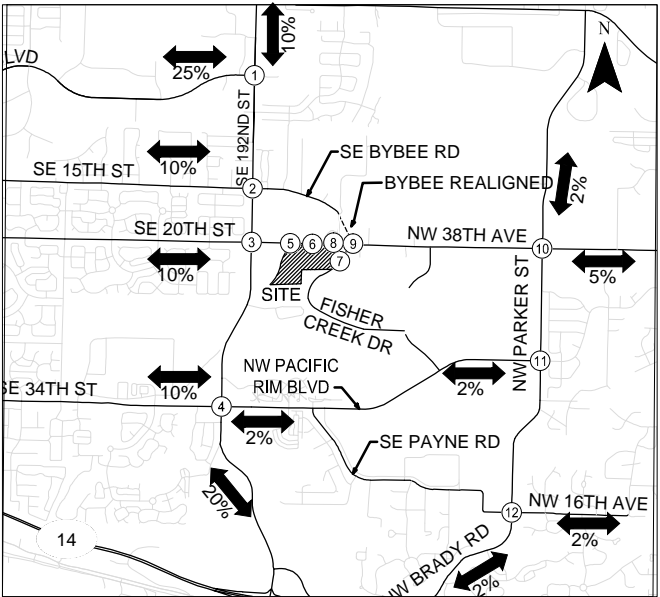
Residential Distribution



Retail Distribution



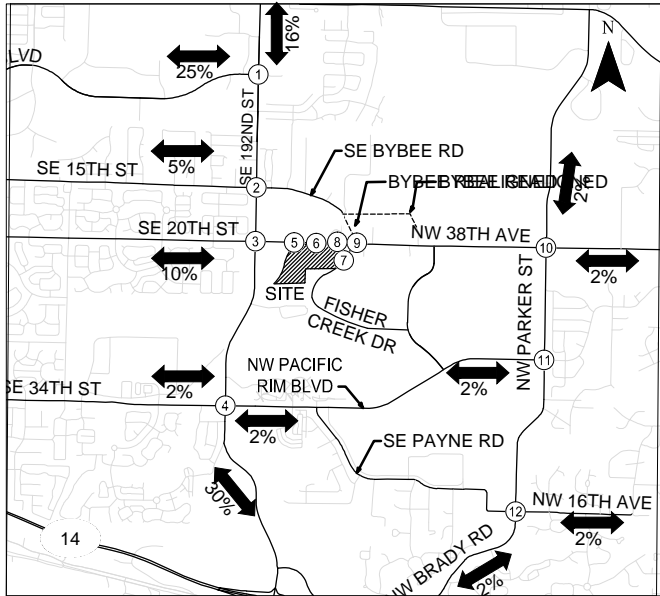
Office Distribution



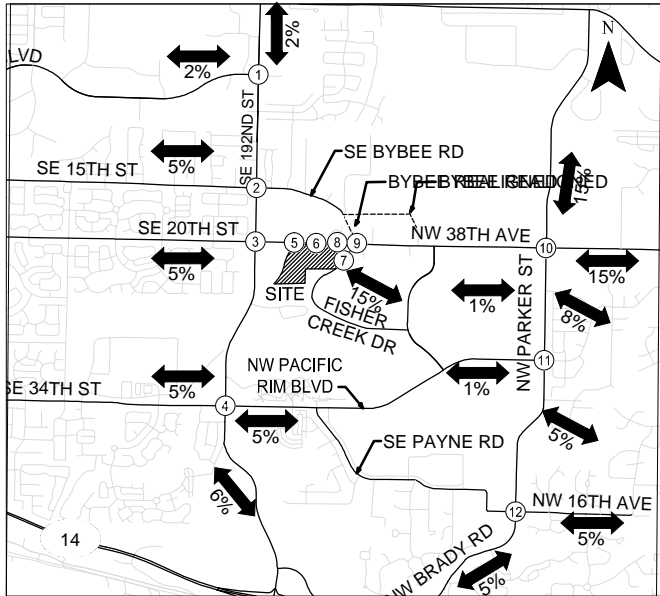
Scenario 1 Trip Distribution & Assignment
Weekday PM Peak Hour
Camas, Washington

Figure
13

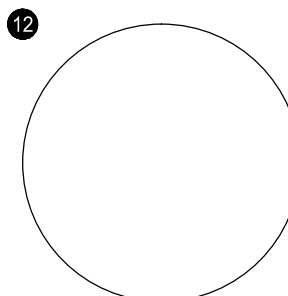
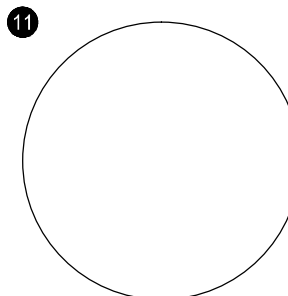
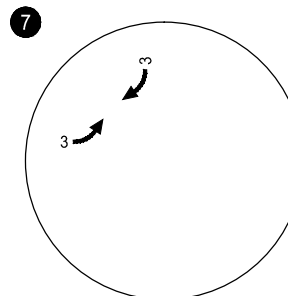
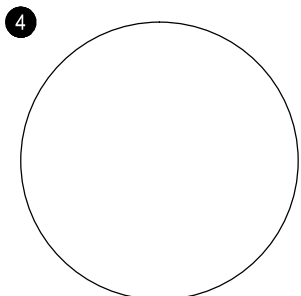
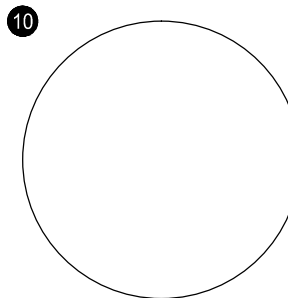
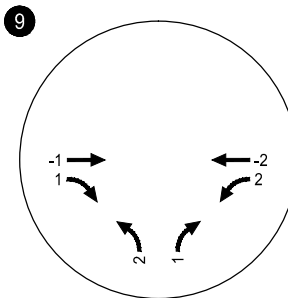
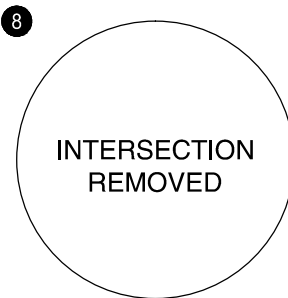
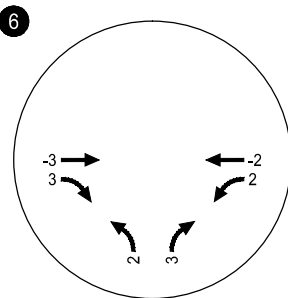
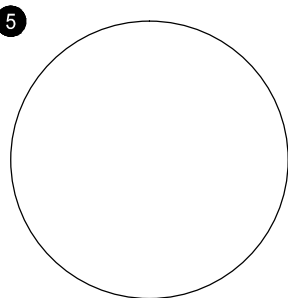
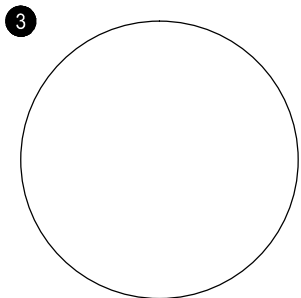
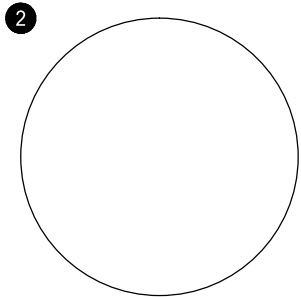
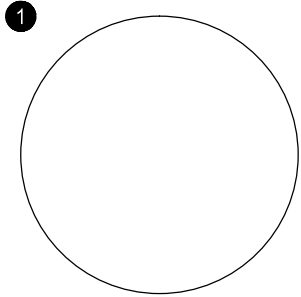
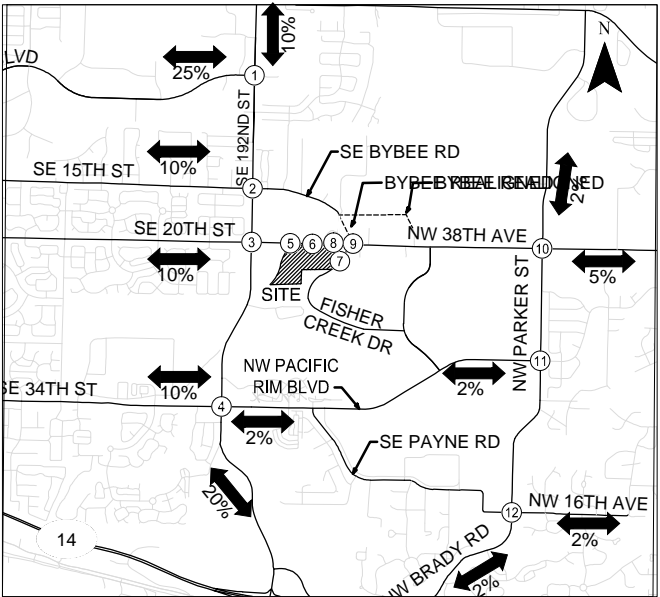
Residential Distribution



Retail Distribution



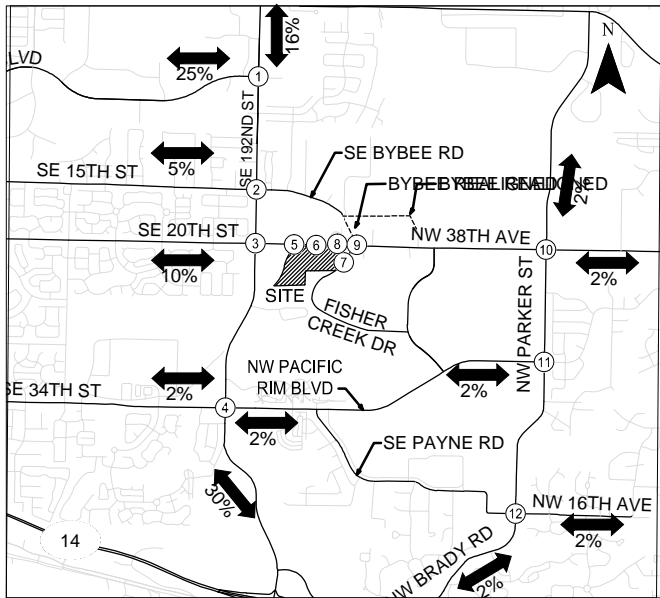
Office Distribution



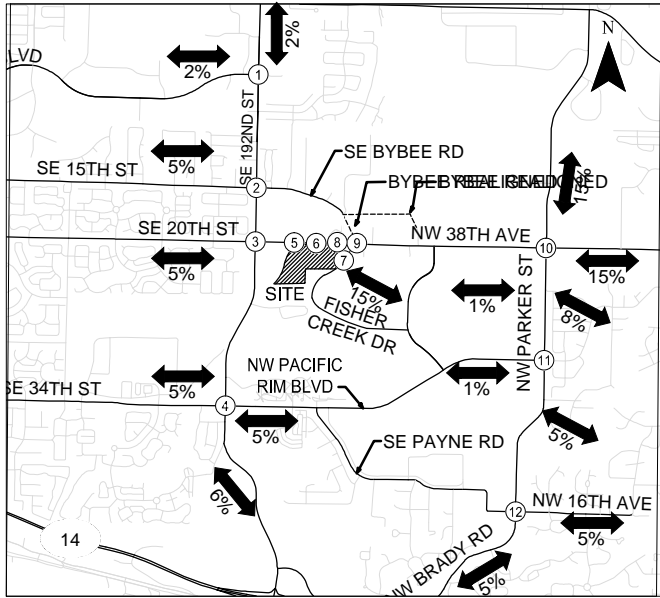
Pass-By Trips
Weekday AM Peak Hour
Camas, Washington

Figure
14

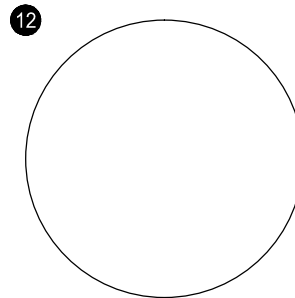
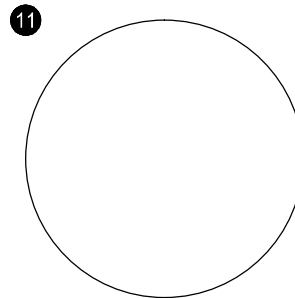
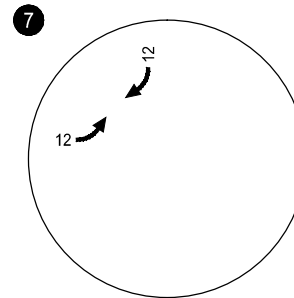
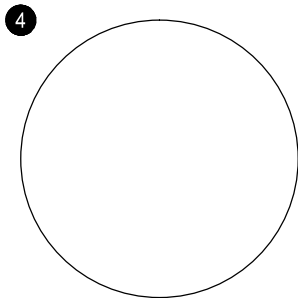
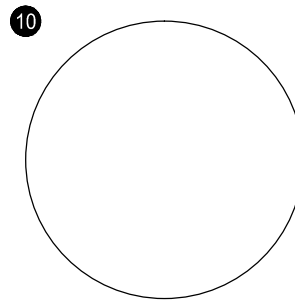
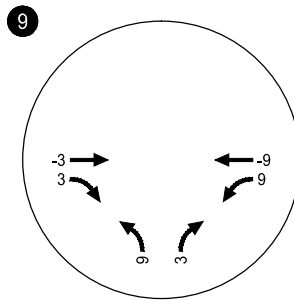
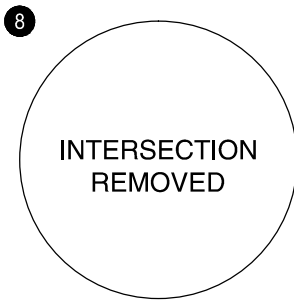
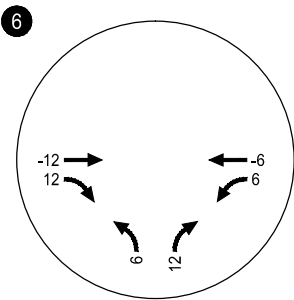
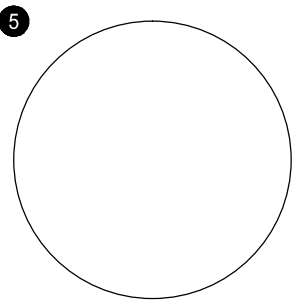
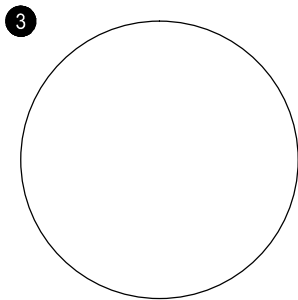
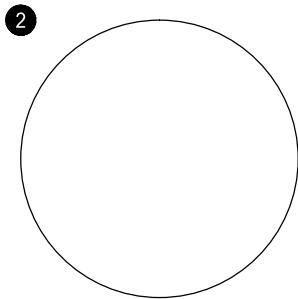
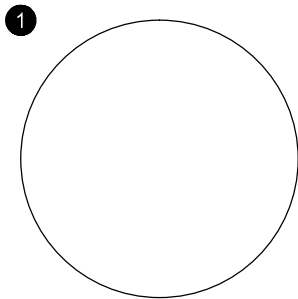
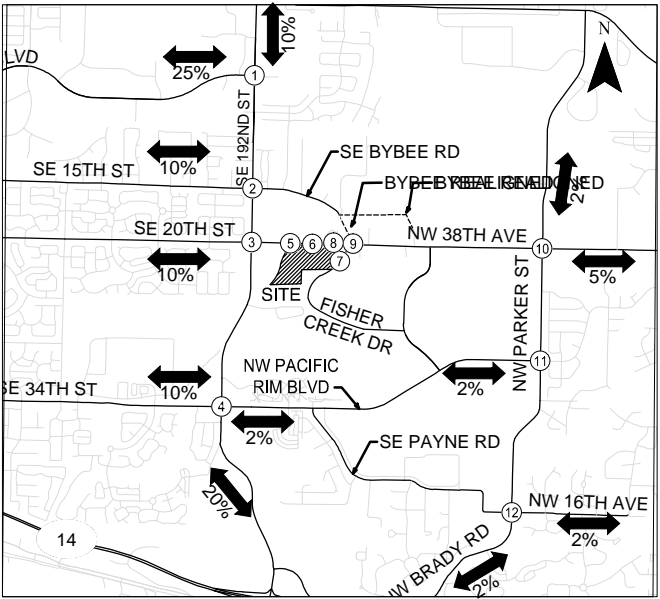
Residential Distribution



Retail Distribution



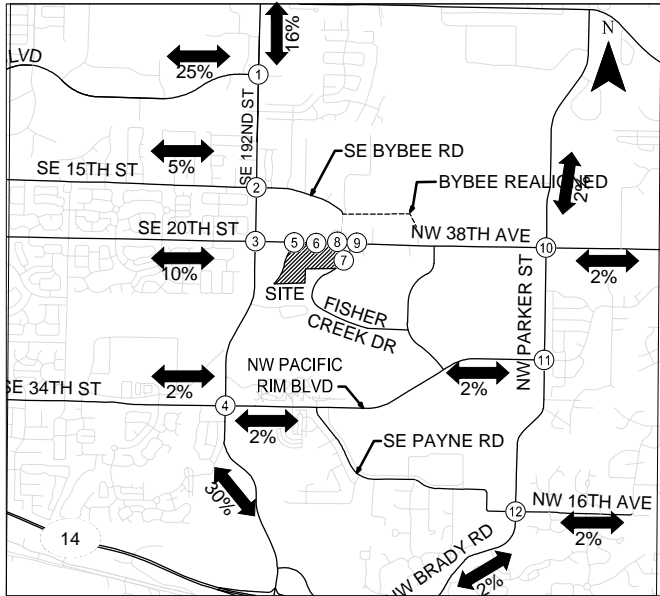
Office Distribution



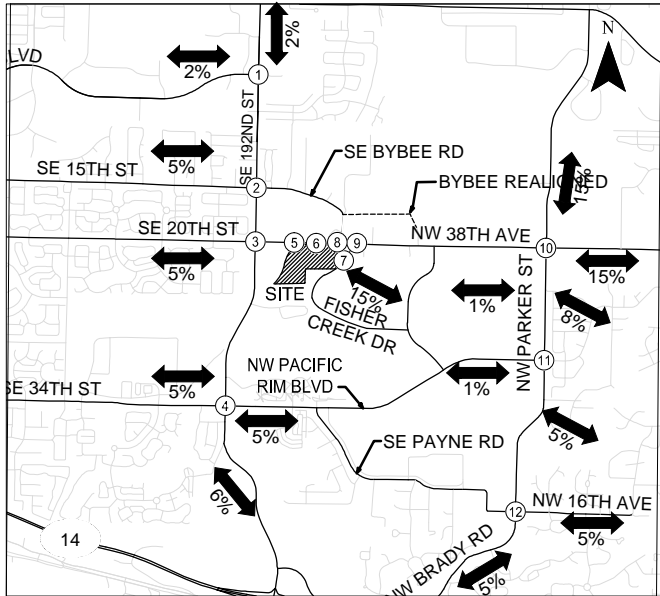
Pass-By Trips
Weekday PM Peak Hour
Camas, Washington

Figure
15

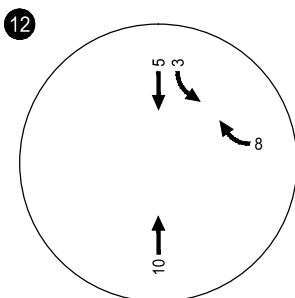
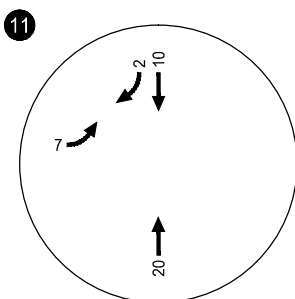
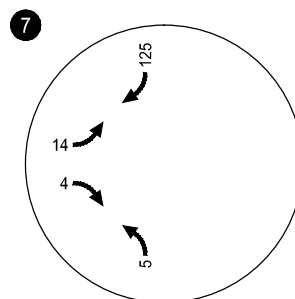
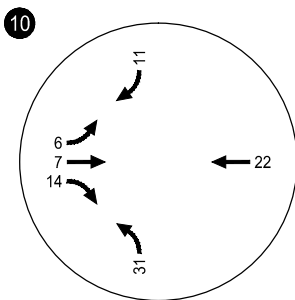
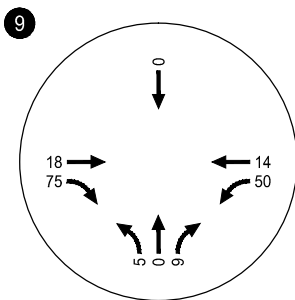
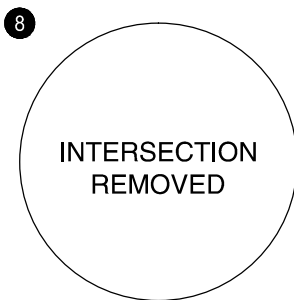
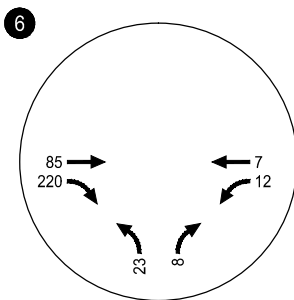
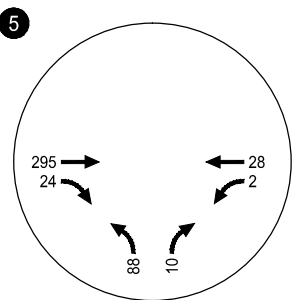
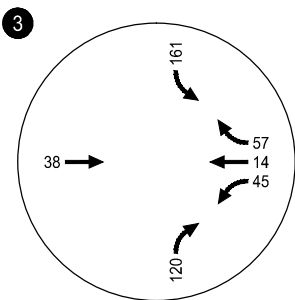
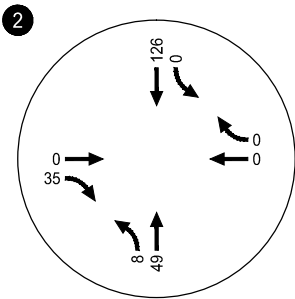
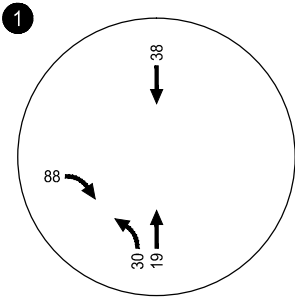
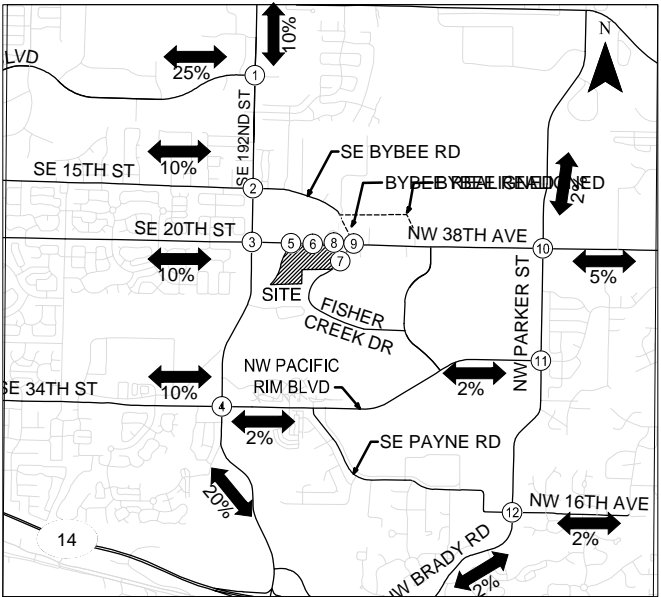
Residential Distribution



Retail Distribution



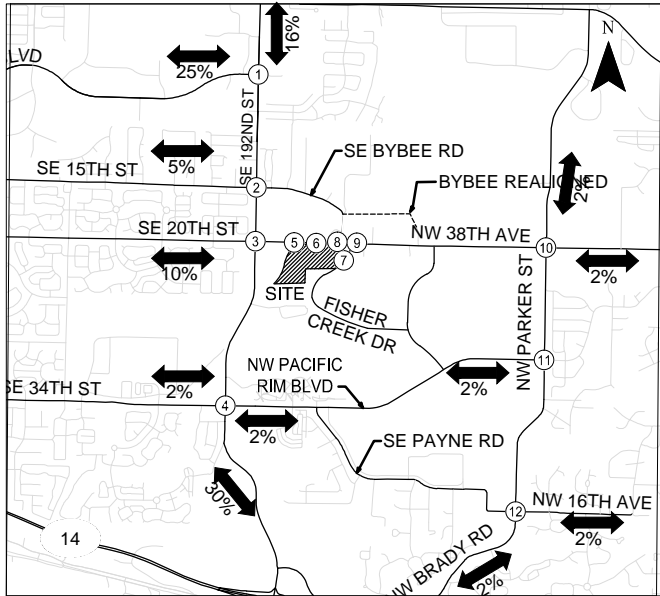
Office Distribution



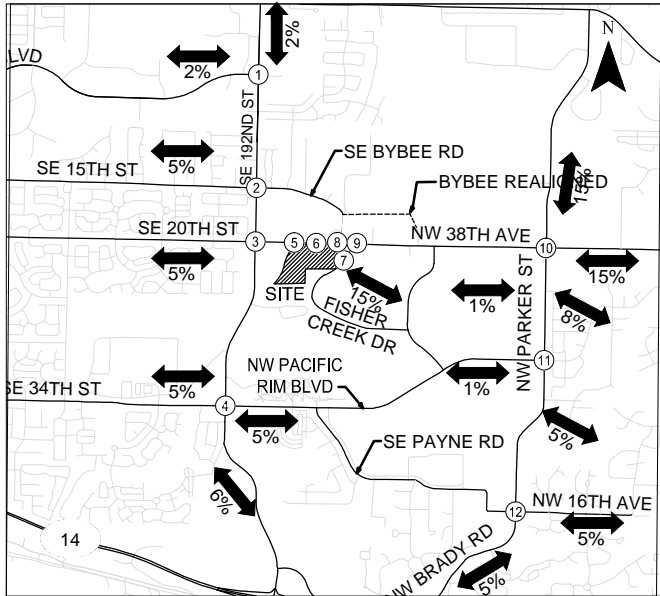
Scenario 2 Trip Distribution & Assignment
Weekday AM Peak Hour
Camas, Washington

Figure
16

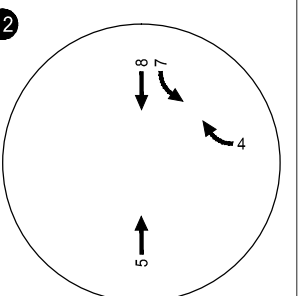
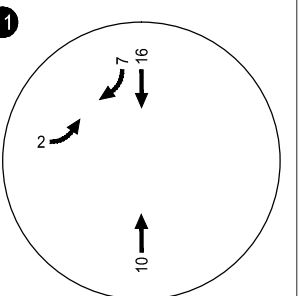
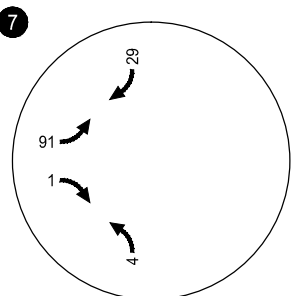
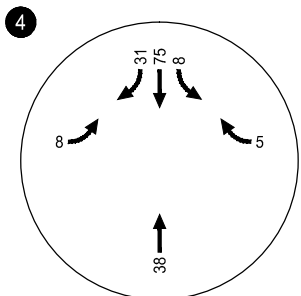
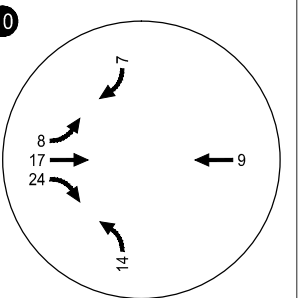
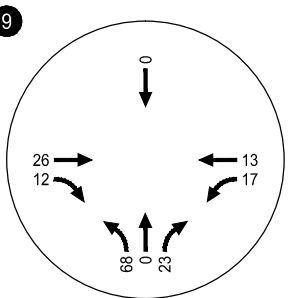
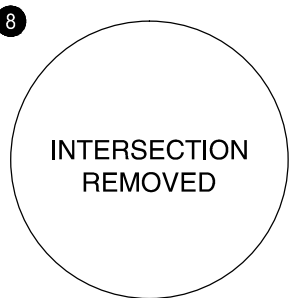
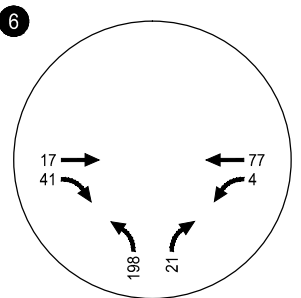
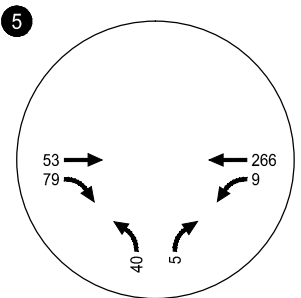
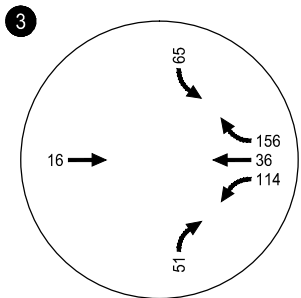
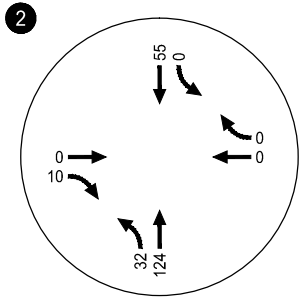
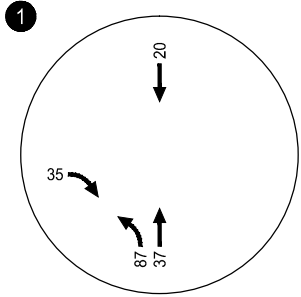
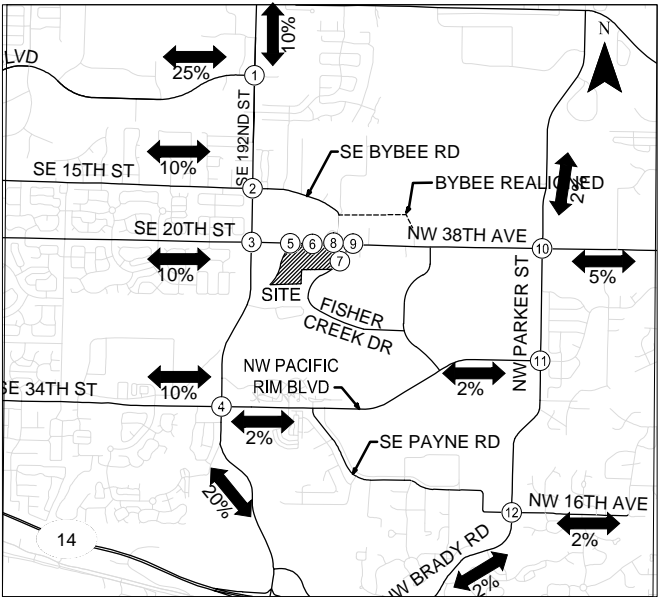
Residential Distribution



Retail Distribution



Office Distribution



Scenario 2 Trip Distribution & Assignment
Weekday PM Peak Hour
Camas, Washington

Figure
17

Year 2021 Total Traffic Conditions

The total traffic conditions analysis forecasts how the study intersections will operate with the inclusion of site-generated traffic. These future conditions were evaluated for both roadway network scenarios as described below.

Scenario 1 (SE Bybee Road aligned at NW Fisher Creek Drive) Total Traffic Conditions

The total traffic volumes at the study intersections include the 2021 background traffic volumes (Figures 8 and 9), primary site-generated trips (Figures 12 and 13) and pass-by site-generated trips (Figures 14 and 15). Figures 18 and 19 show the 2021 total traffic volumes and operations during the weekday a.m. and p.m. peak hours for Scenario 1.

As shown in Figure 19, the SE 20th Street/SE 192nd Avenue intersection is projected to operate at an unacceptable LOS “F” during the weekday p.m. peak hour. *Appendix “H” includes the year 2021 total traffic analysis worksheets.* All other study intersections are predicted to continue to operate acceptably and satisfy the applicable mobility standards.

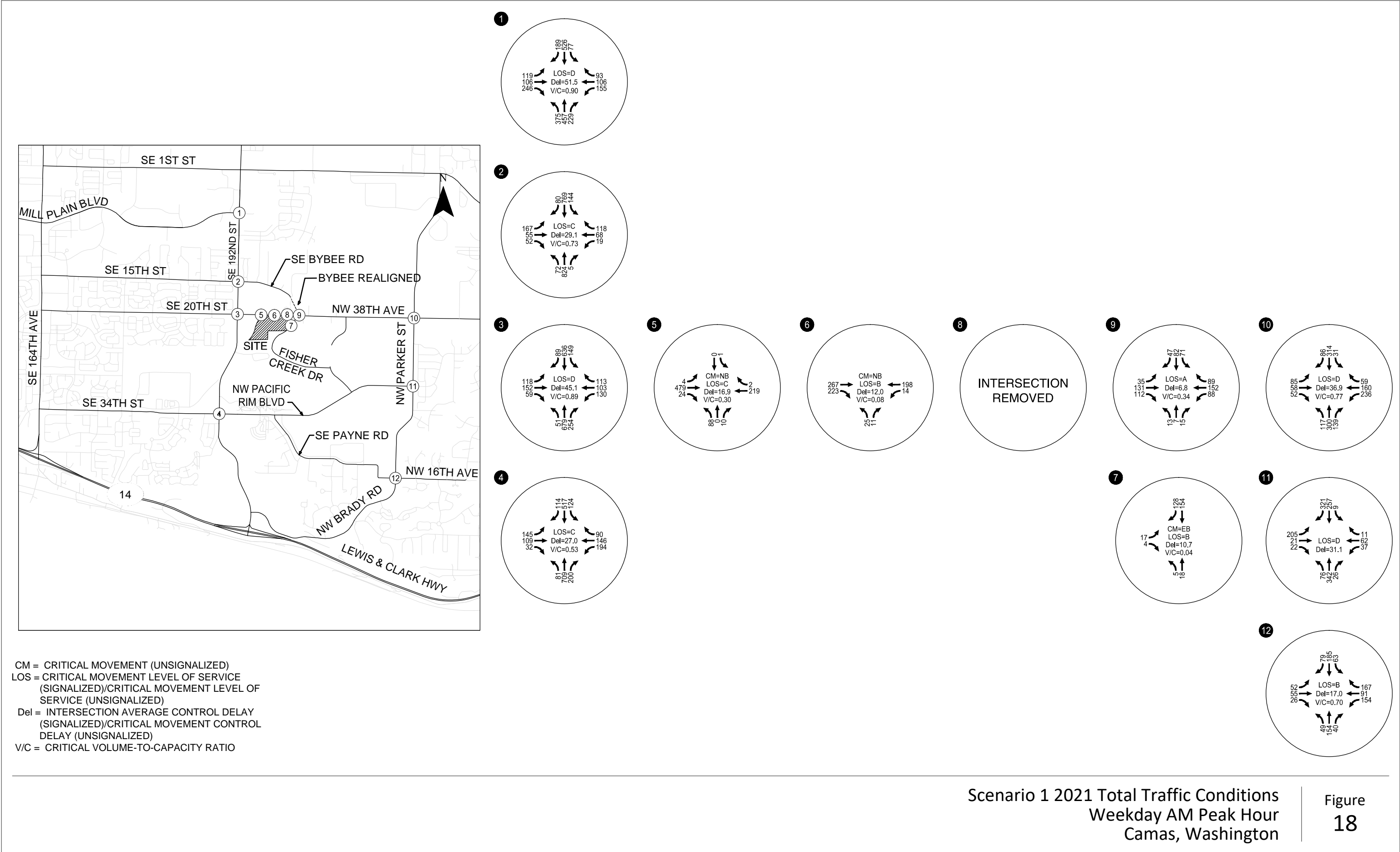
SE 20th Street/SE 192nd Avenue Intersection Mitigation

Operations of the SE 20th Street/SE 192nd Avenue intersection could be mitigated to comply with City of Vancouver standards through the addition of a second westbound left-turn lane on SE 20th Street. The additional left-turn lane would add westbound left-turn capacity and allow for traffic signal retiming that allocates additional green time to the primary north-south traffic patterns along SE 192nd Avenue. With this mitigation in place, the intersection is projected to operate at LOS D and a volume to capacity ratio of 1.02 during the weekday p.m. peak hour. *Mitigated operations analysis assuming the additional turn lane and signal retiming for p.m. peak hour conditions is provided at the end of Appendix “H”.*

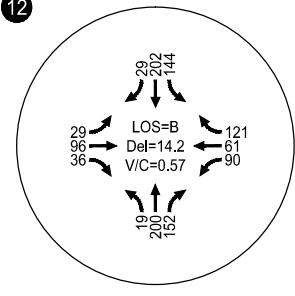
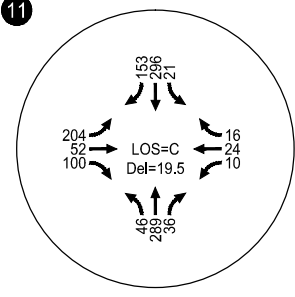
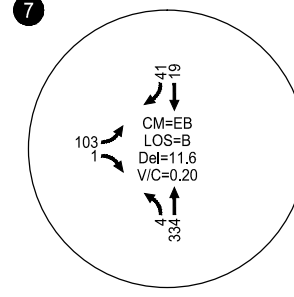
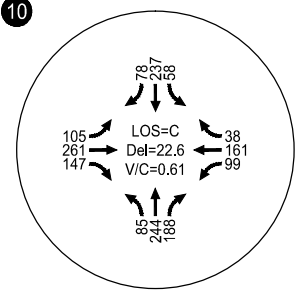
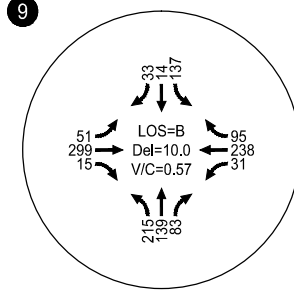
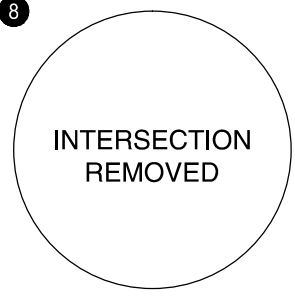
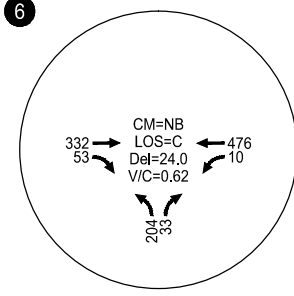
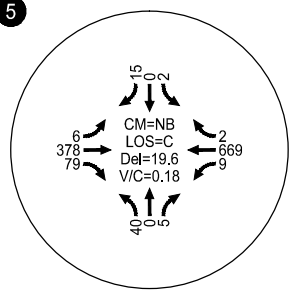
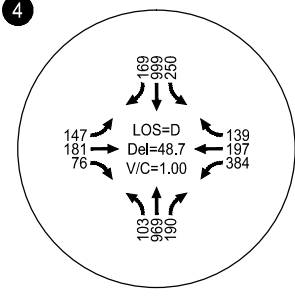
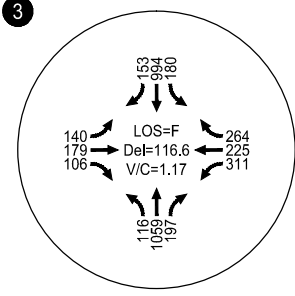
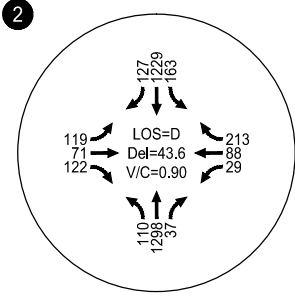
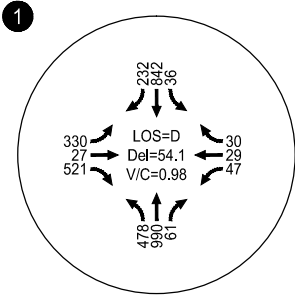
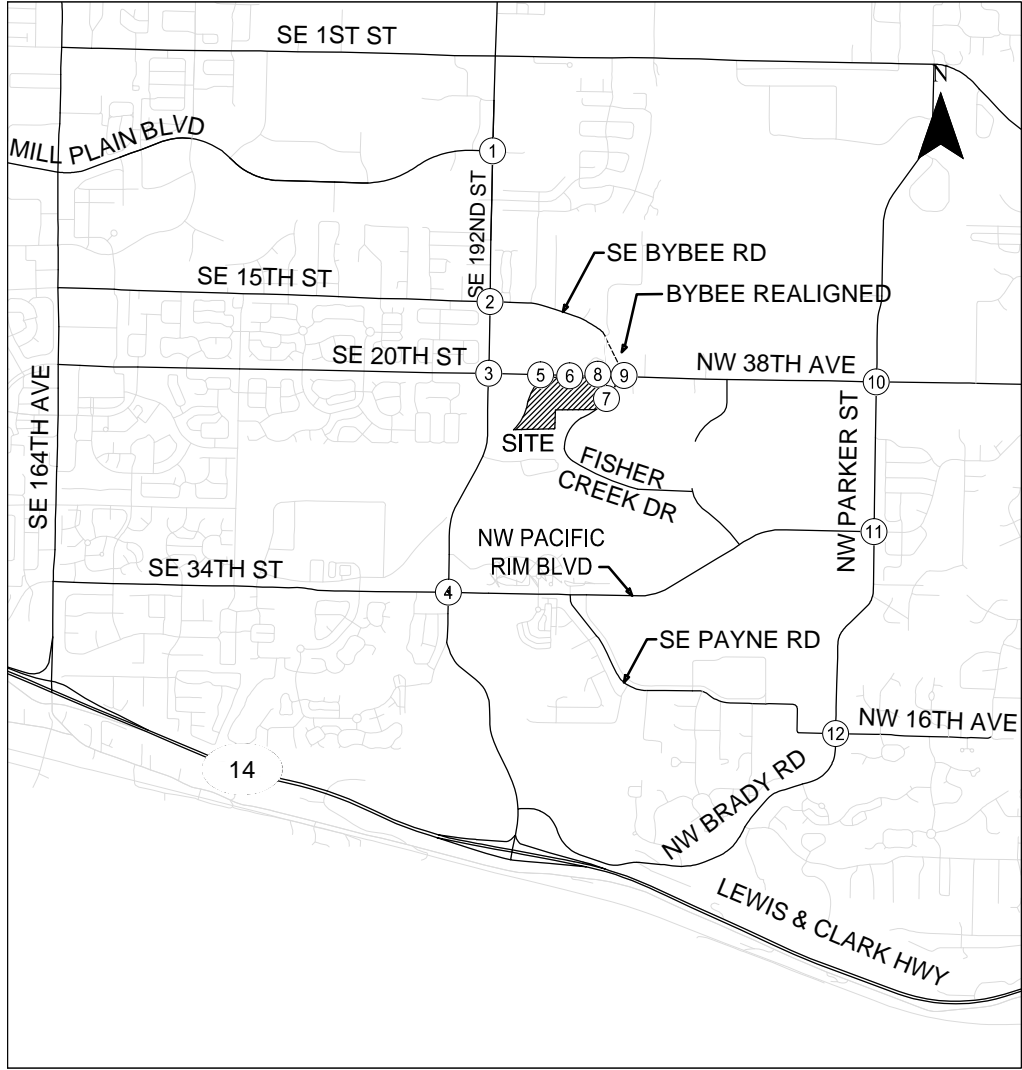
Scenario 2 (SE Bybee Road aligned to the east) Total Traffic Conditions

The Scenario 2 total traffic volumes at the study intersections reflect summation of the 2021 background traffic volumes (Figures 10 and 11), primary site-generated trips (Figures 16 and 17) and pass-by site-generated trips (Figures 14 and 15). Figures 20 and 21 show the 2021 total traffic volumes and operations during the weekday a.m. and p.m. peak hours for Scenario 2.

As shown in the figures, the SE 20th Street/SE 192nd Avenue continues to operate at an unacceptable level based on the City of Vancouver standards during the weekday p.m. peak hour. Compared to Scenario 1, the intersection experiences higher traffic volumes and delay. The other study intersections are projected to continue to operate acceptably and satisfy the applicable mobility standards. *Appendix “H” includes the year 2021 total traffic analysis worksheets.*



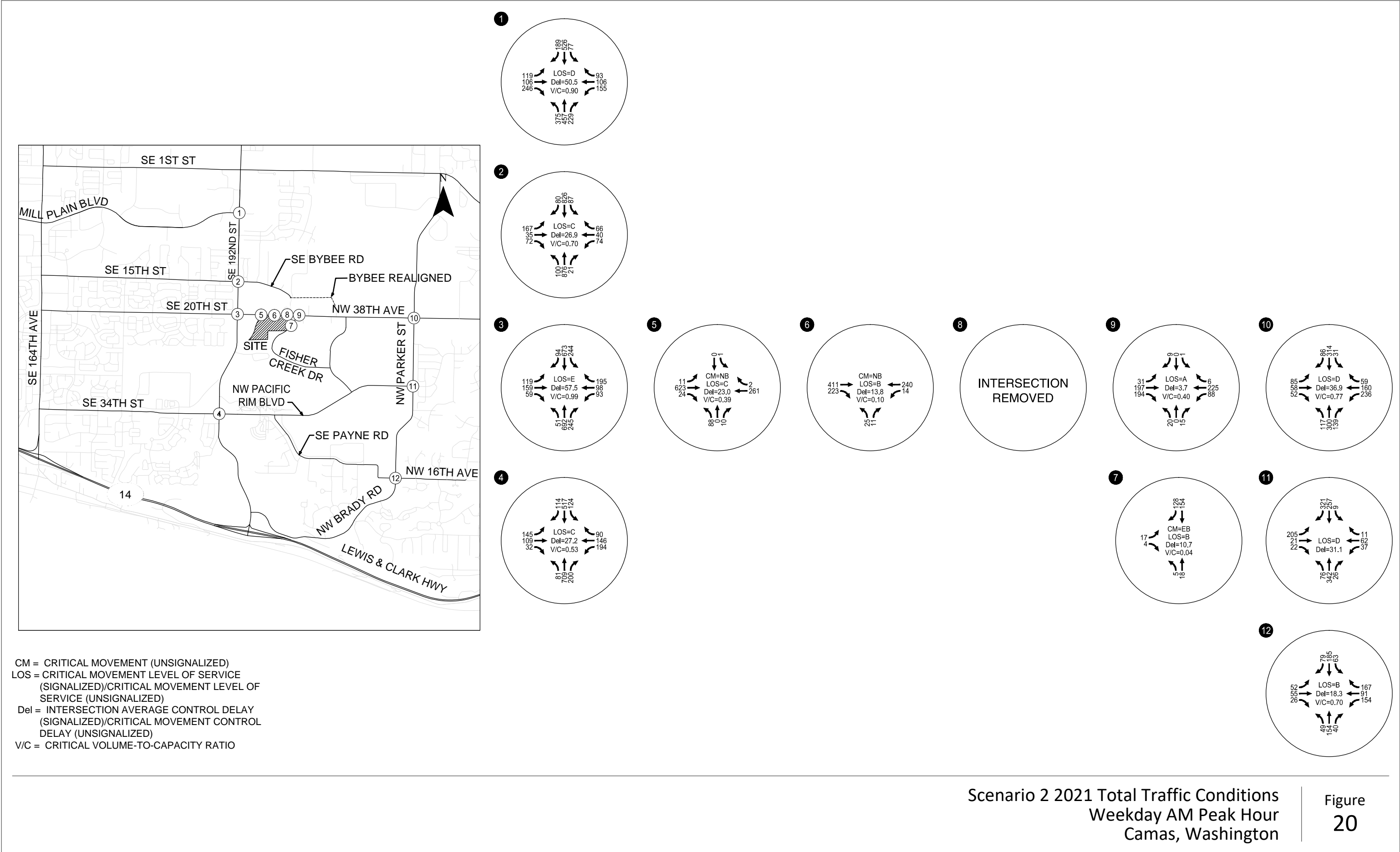
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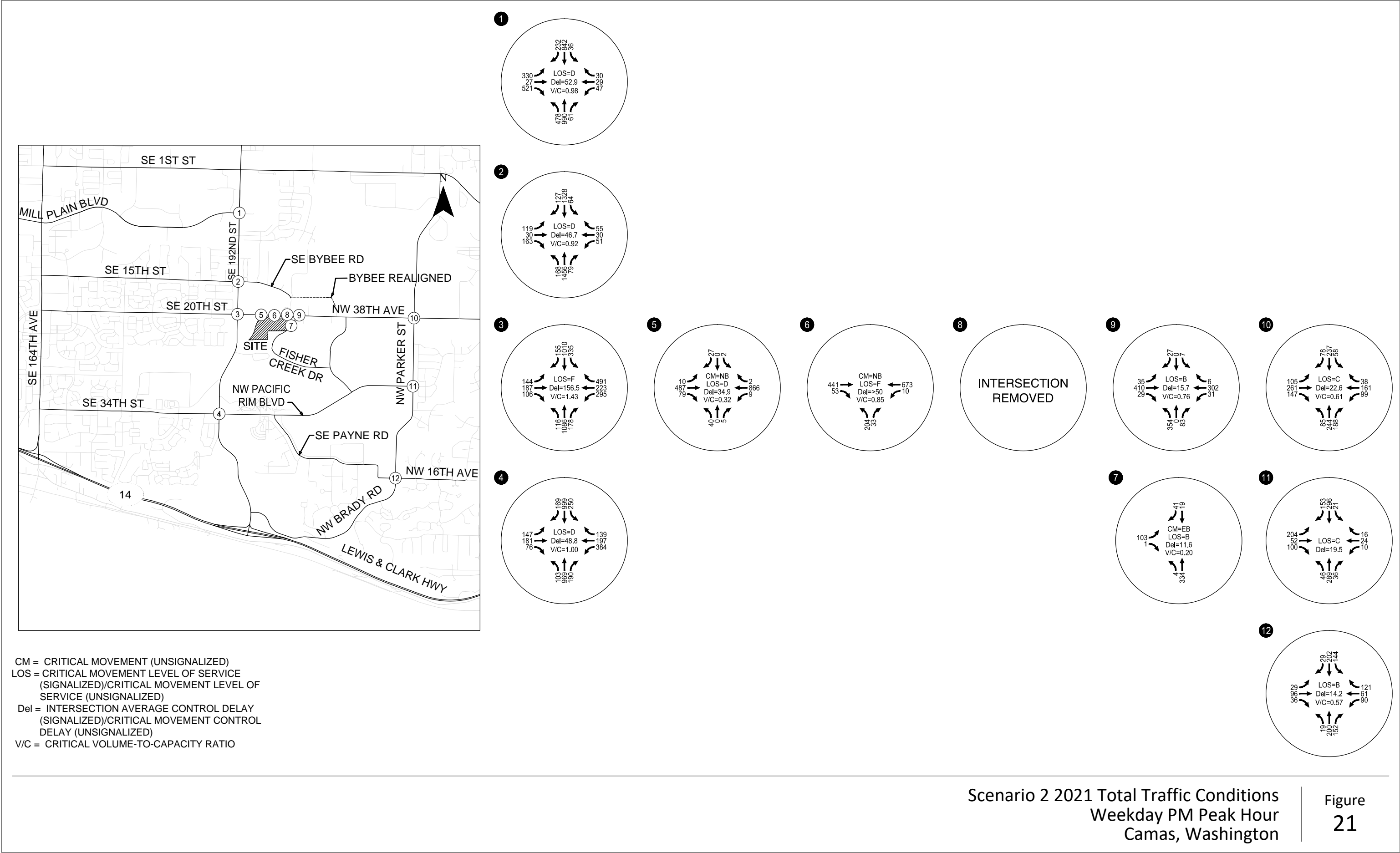


CM = CRITICAL MOVEMENT (UNSIGNALIZED)
LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
(SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF
SERVICE (UNSIGNALIZED)
Del = INTERSECTION AVERAGE CONTROL DELAY
(SIGNALIZED)/CRITICAL MOVEMENT CONTROL
DELAY (UNSIGNALIZED)
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

Scenario 1 2021 Total Traffic Conditions
Weekday PM Peak Hour
Camas, Washington

Figure
19





SE 20th Street/SE 192nd Avenue Intersection Mitigation

Mitigation of the SE 20th Street/SE 192nd Avenue intersection under Scenario 2 requires the addition of a second westbound left-turn lane as well as a separate westbound right-turn lane. Similar to Scenario 1, the additional westbound approach capacity would allow for traffic signal retiming that allocates additional green time to the primary north-south traffic patterns along SE 192nd Avenue. These mitigations would restore intersection operations to a level in compliance with City of Vancouver standards. *Mitigated intersection operations analysis for Scenario 2 is provided at the end of Appendix "H".*

While not required to mitigate the traffic impacts of the proposed development, intersection operations could be further enhanced through provision of a westbound right-turn traffic signal overlap phase for the new westbound right-turn lane.

Queueing Analysis

Site Driveways

A 95th-percentile queuing analysis was performed for the three proposed site access points along NW 38th Avenue and Fisher Creek Driver under 2021 peak hour total traffic conditions. Table 5 summarizes the 95th-percentile queue estimates for the stop controlled approaches, rounded up to the nearest single vehicle length (estimated at 25 feet).

Table 5: 95th-Percentile Queue Analysis Findings (2021 Total Traffic Conditions)

Intersection	Movement	Available Storage (feet)	Scenario 1		Scenario 2	
			AM Peak Hour Queue (feet)	PM Peak Hour Queue (feet)	AM Peak Hour Queue (feet)	PM Peak Hour Queue (feet)
5 NW 38 th Avenue/ Proposed Site Driveway 1	Westbound Left		0	25	0	25
	Northbound		50	25	50	50
6 NW 38 th Avenue/ Proposed Site Driveway 2	Westbound Left		25	25	25	25
	Northbound		25	125	25	200
7 Fisher Creek Drive/ Proposed Site Driveway 3	Eastbound		25	25	25	25

Site driveway queues are projected to be longer under Roadway network Scenario 2, reflecting the projected increase in east-west traffic volumes on NW 38th Avenue along the site frontage as compared to Scenario 1.

As Table 5 indicates, the 95th-percentile queue for the northbound approach at the NW 38th Avenue/Proposed Site Driveway 2 intersection is expected to reach five car lengths under Scenario 1 and eight car lengths under Scenario 2. While the queuing condition will occur on-site and not impact the public roadway approaches, the on-site queuing could be reduced through provision of a shared through/left-turn lane and a separate right-turn lane northbound at the eastern site driveway on NW

38th Avenue. As the site plan is finalized, it is recommended that the site plan provide adequate storage for each of the stop controlled approaches.

SE 192nd Avenue/SE 20th Street Intersection

Table 6 summarized projected queues at the signalized SE 192nd Avenue/SE 20th Street intersection for both Scenarios 1 and 2 assuming provision of the previously recommended mitigation measures. *A more detailed summary of the queue results is provided within the LOS worksheets for this intersection in Appendix "H".*

Table 6: SE 192nd Avenue/SE 20th Street Intersection 95th-Percentile Queue Analysis Results (2021 Total Traffic Conditions)

Approach	Movement	Storage ¹	Scenario 1		Scenario 2	
			AM Peak Hour Queue (ft)	PM Peak Hour Queue (ft)	AM Peak Hour Queue (ft)	PM Peak Hour Queue (ft)
Eastbound	Left	100'	68	104	68	96
	Through-Right	230'/825'	191	296	199	372
Westbound	Left	100'	174	166	113	188
	Through	325'/2,110'	172	517	222	227
	Right	200'				386
Northbound	Left	325'	65	137	65	125
	Through-Right	190'/1,285'	440	584	444	590
Southbound	Left	400'	235	154	408	253
	Through-Right	1080'	235	312	265	284

¹When two storage lengths are shown, the first measurement represents distance to nearest driveway intersection and the second measurement represents distance to nearest street intersection.

Driveway Sight Distance Considerations

Access to the development is proposed via two full-access, stop-controlled driveways on NW 38th Avenue and two full-access stop-controlled driveways on NW Fisher Creek Drive. As site civil engineering plans are finalized, landscaping, above ground utilities, and signing should be located and maintained along the site frontage and throughout the site in a manner that preserves adequate intersection sight distance in accordance with City of Camas standards. Sight distance availability should be confirmed during the final engineering process.

FINDINGS AND RECOMMENDATIONS

Based on the results of the transportation impact analysis, the proposed development can be constructed while maintaining acceptable levels of service and safety on the surrounding transportation system given assuming the provision of the recommended mitigation measures. The primary findings and recommendations of this study are summarized below.

Findings

- The proposed mixed-use development is estimated to generate 5,037 net new weekday trips, including 535 during the a.m. peak hour (388 in, 147 out) and 522 during the p.m. peak hour (166 in, 356 out).
- Under Scenario 1 year 2021 total traffic conditions, the SE 20th Street/SE 192nd Street intersection requires mitigation to comply with City of Vancouver operating standards during the weekday p.m. peak hour.
 - Mitigation to restore acceptable operations includes provision of a second westbound left-turn lane and traffic signal retiming that allocates additional green time to the primary north-south traffic patterns along NE 192nd Avenue.
- Under Scenario 2, both year 2021 background and total traffic conditions require mitigation at the SE 20th Street/SE 192nd Street intersection to comply with City of Vancouver operating standards during the weekday p.m. peak hour.
 - Scenario 2 involves higher westbound approach traffic volumes as compared to Scenario 1.
 - Mitigation to restore acceptable operations includes provision of a second westbound left-turn lane and a separate westbound right-turn lane as well as corresponding signal retiming that allocates additional green time to the primary north-south traffic patterns along NE 192nd Avenue.

Recommendations

- The SE 20th Street/SE 192nd Street intersection should be mitigated to comply with City of Vancouver operating standards in conjunction with site development.
 - For network connectivity Scenario 1, mitigation should include provision of a second westbound left-turn lane and traffic signal retiming that allocates additional green time to the primary north-south traffic patterns along NE 192nd Avenue.
 - For network connectivity Scenario 2, mitigation should include provision of a second westbound left-turn lane and a separate westbound right-turn lane as well as corresponding signal retiming that allocates additional green time to the primary north-south traffic patterns along NE 192nd Avenue.

- On-site and off-site landscaping and any above ground utilities at the site driveways and internal roadways should be installed and maintained to ensure that adequate sight distance is provided upon buildout in accordance with City of Camas standards. Further, sight distance availability should be confirmed during the final engineering process.

We trust this report adequately addresses the traffic impacts associated with the proposed Grass Valley development. Please contact us if you have any questions.

Sincerely,
KITTELSON & ASSOCIATES, INC.



Chris Brehmer, P.E.
Senior Principal Engineer



Kristine Connolly
Engineering Associate

REFERENCES

1. Transportation Research Board. *Highway Capacity Manual 2000*. 2000.
2. Institute of Transportation Engineers. *Trip Generation*, 9th Edition. 2012.
3. Institute of Transportation Engineers. *Trip Generation Manual*, 3rd Edition. 2014.
4. Institute of Transportation Engineers. *Trip Generation Handbook*, 2nd Edition. 2004.
5. Transportation Research Board. *NCHRP Report 684*. 2011.

APPENDICES

- A. Crash data
- B. Description of Level of Service Criteria
- C. Traffic count data
- D. Existing Traffic Operations Analysis Worksheets
- E. In-process volumes
- F. Year 2021 Background Traffic Operations Analysis Worksheets
- G. OTISS Traffic Calculations
- H. Year 2021 Total Traffic Operations Analysis Worksheets

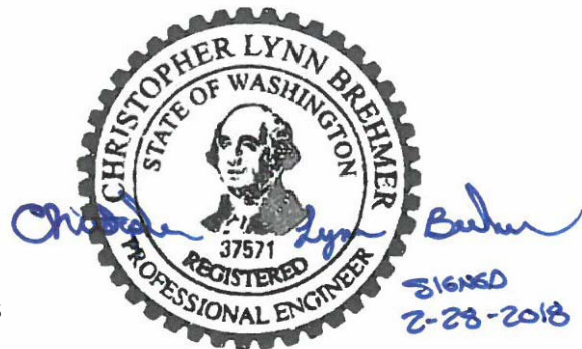
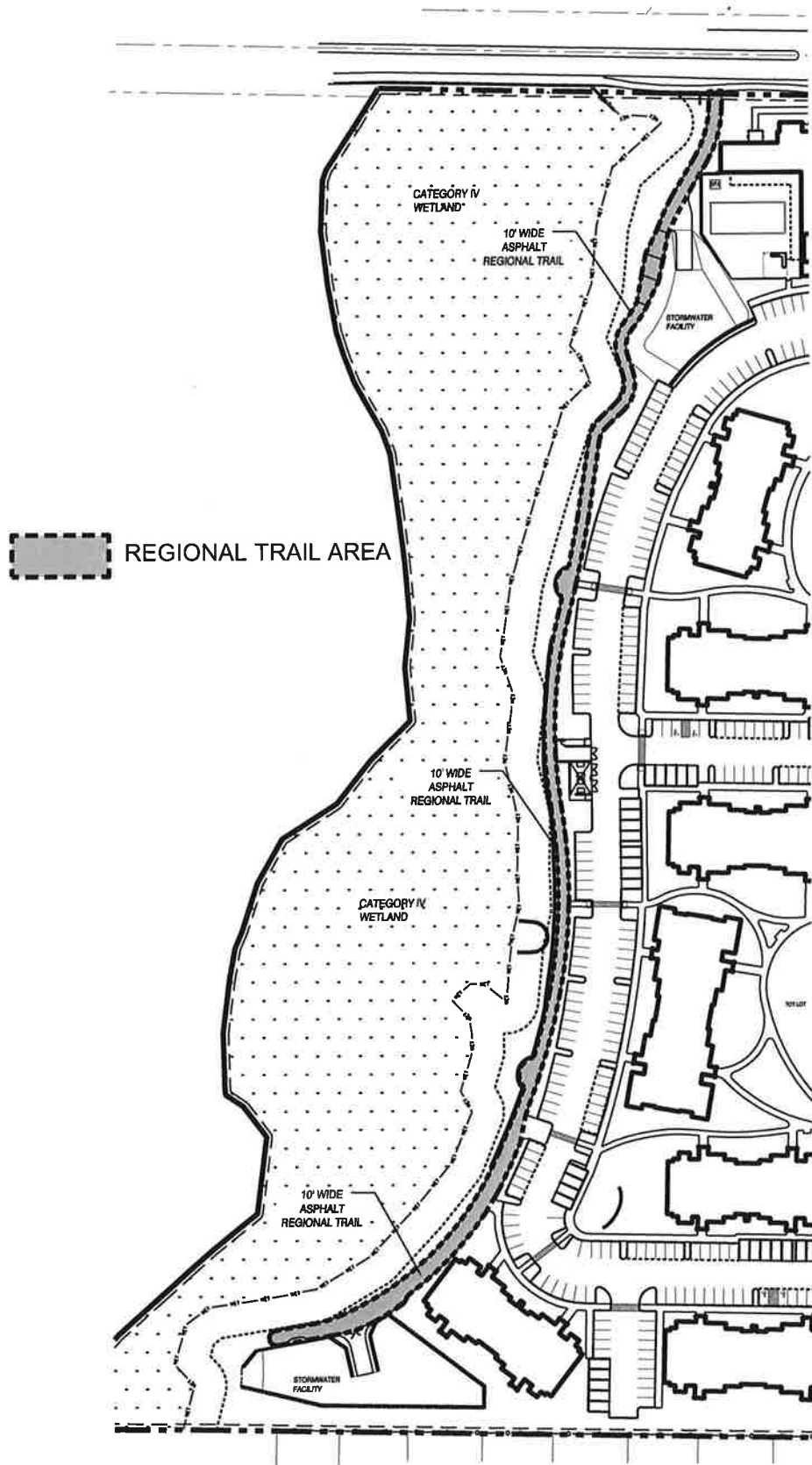


EXHIBIT D



OLSON ENGINEERING INC.

222 EAST EVERGREEN BLVD, VANCOUVER, WA 98660 (360) 695-1385

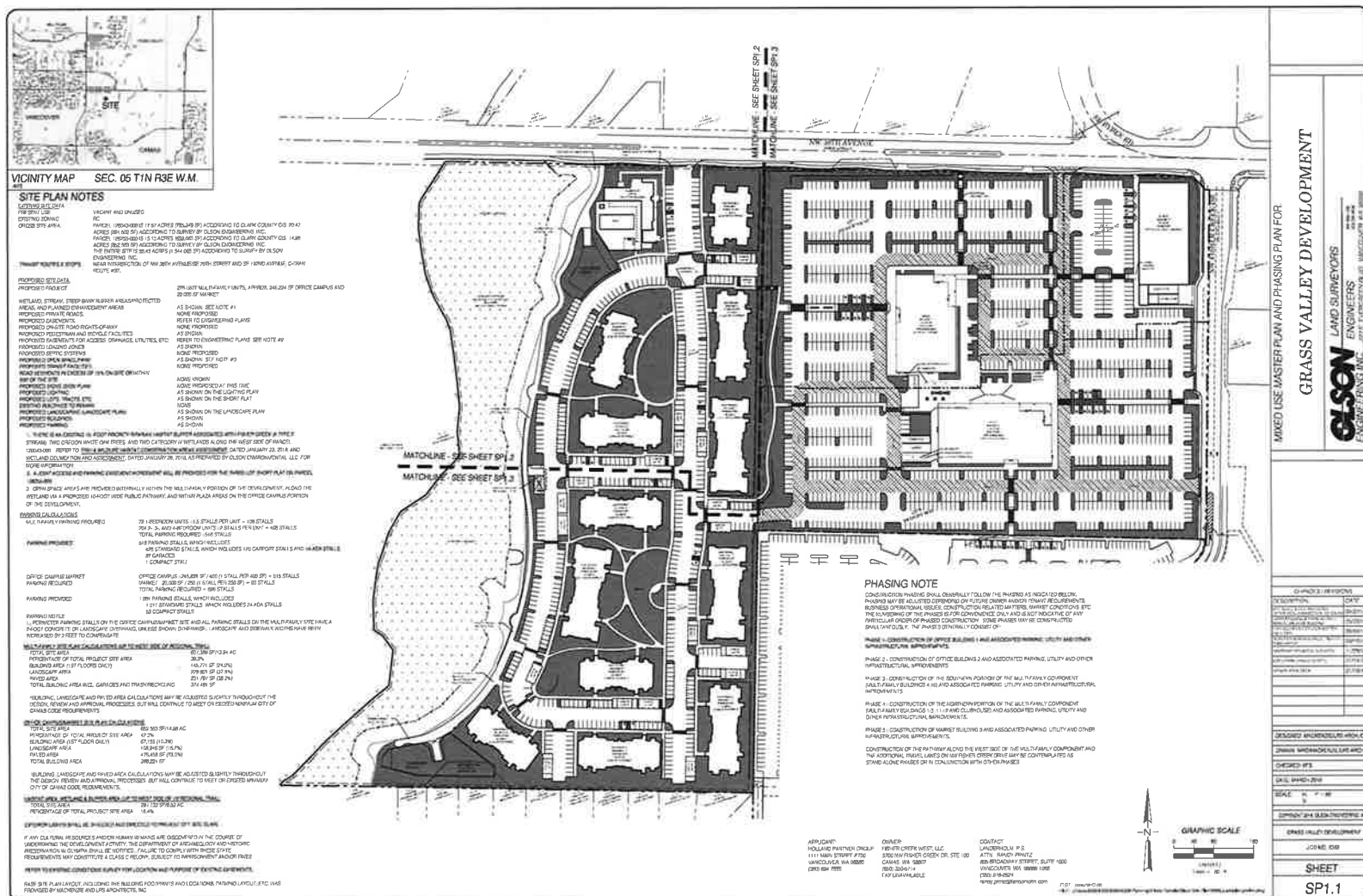
Grass Valley Apartments - Regional Trail - Cost estimate

Item #	Description	Unit Of Measure	Quantity	Unit Price	Total Price
GENERAL CONDITIONS					
1	Mobilization	LS	1.00	\$ 14,971.70	\$ 14,971.70
				Total	\$ 14,971.70
GRADING					
2	Mass Grading (Fill On-Site)	CY	4,400	\$ 4.00	\$ 17,600.00
				Total	\$ 17,600.00
EROSION CONTROL					
3	Silt Fence	LF	1,400	\$ 2.00	\$ 2,800.00
				Total	\$ 2,800.00
SITEWORK					
<u>Regional Trail</u>					
4	Finish Grade	SF	16,595	\$ 0.25	\$ 4,148.75
5	12" Soil Cement Stabilization (5% - 8% Cement)	SF	7,313	\$ 0.70	\$ 5,119.10
6	1½"- Crushed Rock (0.50')	TN	260	\$ 20.00	\$ 5,200.00
7	1½"- Crushed Rock (0.33')	TN	220	\$ 20.00	\$ 4,400.00
8	Asphaltic Concrete (0.17') Class ½" 64-22 HMA	TN	215	\$ 135.00	\$ 29,025.00
				Total	\$ 47,892.85
SITEWORK					
<u>Retaining Walls</u>					
9	Retaining Wall #14 - Lock + Load, MSE w/ 48" Safety Fence	SF	100	\$ 27.00	\$ 2,700.00
10	Retaining Wall #15 - Lock + Load, MSE w/ 48" Safety Fence	SF	2,900	\$ 23.00	\$ 66,700.00
11	Retaining Wall #16 - Lock + Load, MSE w/ 48" Safety Fence	SF	205	\$ 25.00	\$ 5,125.00
				Total	\$ 74,525.00
AMENITIES					
12	Benches, Maglin - MLB1200 PC	EA	4	\$ 1,500.00	\$ 6,000.00
				Total	\$ 6,000.00
STRIPING & SIGNAGE					
13	Trail Sign	EA	4	\$ 225.00	\$ 900.00
				Total	\$ 900.00
Subtotal Construction Costs					\$ 164,689.55
Sales Tax (8.4%)					\$ 13,833.92
Contingency & Soft Costs (25%)					\$ 41,172.39
Total Construction Costs					\$ 219,695.86



Assumptions

- 1 Plans being prepared by Olson Engineering for the Second Submittal (1/30/2019) were used to obtain quantities for the "Cost Estimate".
- 2 The "Site Preparation And Grading" came from the "Geotechnical Report" prepared by Terra Associates, Inc. dated June 19, 2018, Revised.
- 3 "Amenities & Landscaping" came from Planting Plans prepared by "Mackenzie" dated "Bid Set - 1/7/19".
- 4 Mass Grading materials is in place cubic yards.
- 5 Conversion Factor used to convert Cubic Yards of Crushed Rock to compacted in place Tons = $CY \times 1.917$.
- 6 Conversion Factor used to convert Cubic Yards of Asphalt Concrete to compacted in place Tons = $CY \times 2.052$.
- 7 The "Unit Price" are not "Prevailing Wage".



RESOLUTION NO. 19-006

A RESOLUTION approving an Amended and Restated Development Agreement between the City of Camas and Holland Acquisition Co., LLC, and Fisher Creek West LLC.

WHEREAS, Holland Acquisition Co., LLC, and Fisher Creek West LLC, is the owner of certain real property located within the City of Camas; and

WHEREAS, the parties previously executed and recorded a Development Agreement relating to said property; and

WHEREAS, the Amended and Restated Development Agreement sets forth certain standards that will govern the development of the property; and

WHEREAS, the City Council has conducted a public hearing on the proposed Amended and Restated Development Agreement on June 17, 2019, at which time it considered testimony from all interested parties; and

WHEREAS, the City Council finds that the agreement has been reviewed by the Director of Community Development and has been found to meet applicable planning requirements; and

WHEREAS, the City Council desires to approve the Amended and Restated Development Agreement and authorize the Mayor to sign the Agreement on behalf of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CAMAS AS FOLLOWS:

I

That certain Amended and Restated Development Agreement between the City of Camas and Holland Acquisition Co., LLC, and Fisher Creek West LLC, relating to certain real property located within the City's municipal boundary is hereby approved. The Mayor is authorized and instructed to sign the agreement on behalf of the City.

II

Upon execution by all parties thereto, the Amended and Restated Development Agreement shall be recorded with the Clark County Auditor, pursuant to the requirements of RCW 36.70B.190.

ADOPTED BY THE COUNCIL OF THE CITY OF CAMAS AND APPROVED BY
THE MAYOR this ____ day of _____, 2019.

SIGNED: _____
Mayor

ATTEST: _____
Clerk

APPROVED as to form:

City Attorney

RESOLUTION NO. 19-008

A RESOLUTION revising and extending the Comprehensive Street Program for an additional six (6) years.

WHEREAS, pursuant to the requirements of RCW 35.77.010, the City of Camas did, by Resolution No. 18-005 adopt a Comprehensive Street Program for the ensuing six (6) years; and

WHEREAS, said law requires the City revise and extend said Comprehensive Street Program annually; and

WHEREAS, pursuant to said law, the City Council of the City of Camas being the legislative body of said City did hold a public hearing on said revised Comprehensive Plan at 7:00 p.m. at the Camas Municipal Center in Camas, Washington, on the 3rd day of June, 2019; and

WHEREAS, there were no written or oral objections to the revised Comprehensive Plan as prepared by the City of Camas relative to the street program for the ensuing six (6) years within the City of Camas.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CAMAS AS FOLLOWS:

I

The Comprehensive Street Program heretofore adopted and revised by the City Engineer for the City of Camas, as submitted to the City Council for the City of Camas, be and the same is hereby adopted and extended for an additional six (6) year period from the date thereof.

II

The City Clerk shall file a copy of said revised Comprehensive Street Program for the ensuing six (6) years, together with a copy of this Resolution, with the Secretary of Transportation of the State of Washington.

PASSED by the Council and APPROVED by the Mayor this ____ day of June, 2019.

SIGNED: _____
Mayor

ATTEST: _____
Clerk

APPROVED as to form:

City Attorney

Washington State Department of Transportation

Agency: City of Camas

Co. No.: 06

Co. Name: Clark Co.

City No.: 0145

MPO/RTPO: RTC

Six Year Transportation Improvement Program

FROM: 2020 TO: 2025

Hearing Date: 6/3/2019 Adoption Date: 6/17/2019

Amend Date: Resolution No:

Functional Class	Priority Number	Project Identification A. Pin/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars							Expenditure Schedule <i>(Local Agency)</i>				Federally Funded Projects Only				
								Project Phase	Phase Start (yyyy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required		
										Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds								
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
16	1	Lake Road & Everett Intersection improvements from: to:		03	P	0.00		RW CN	1/1/2020 6/1/2020					100 5865	100	100 5865					YES		
								Totals000596510059650000															
16	2	SR-500 (Everett St./Rd.) NW Lake Rd. to SE 4th St. from: to: Widen with bike lanes, sidewalks, illumination		03	P	1.08		ALL	6/1/2021			Other	11000	3000	14000		1000	2000	11000				
								Totals001100030001400001000200011000															
16	3	New North Shore E/W Arterial NE 14th St. to Everett Rd. from: to: New construction Includes Critical Areas and Alignment Investigation		01	P	2.00		ALL	6/1/2022			Other	12000	3650	15650			2000	13650				
								Totals001200036501565000200013650															
02	4	NE 3rd Avenue Washougal River Bridge from: to: Seismic rating, scour critical, and footing rehabilitation		14	S	00		RW CN	8/1/2019 6/1/2020	BR BR	60 1410			10	70	70 1000	410				NO		
								Totals0147001070410000															
14	5	ADA Access Upgrades from: Citywide (Ongoing) to:		28	P	0.00		ALL	1/1/2020					300	300	50	50	50	150		NO		
								Totals000300300505050150															
00	6	NE 9th Street NE 232nd Ave. to NE 242nd Ave. from: to: New construction Includes Critical Areas and Alignment Investigation		15	P	0.50		PE	6/1/2023					218	218				218				
								Totals000218218000218															

Agency: City of Camas
Co. No.: 06
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MPO/RTPO: RTC

FROM: 2020

Hearing Date: 6/3/2019

Amend Date:

TO: 2025

Adoption Date: 6/17/2019

Resolution No:

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								Project Phase	Phase Start (yyyy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required
										Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds						
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16	7	Lake Road NW Lacamas Lane to NE Everett from: to: Widening, sidewalk		03	P	0.45		ALL	6/1/2022					3475	3475			3475			YES
Totals										0	0		0	3475	3475	0	0	3475	0		
16	8	NW Lake Road @ NW Sierra St. from: to: Traffic signal		24	P	00		ALL	1/1/2022					350	350				350		NO
Totals										0	0		0	350	350	0	0	0			
16	9	NW 18th Ave., et al. Path NW Astor to NW 16th, include NW Hood from: to: Pedestrian Path		28	P	0.40		ALL	1/1/2022					250	250			50	200		YES
Totals										0	0		0	250	250	0	0	50			
17	10	NE Goodwin Road/28th Street NW Camas Meadows Dr. to NE 232nd Ave. from: to: Widen to 5 lanes with bike lanes west of Ingle Widen to 3 lanes with bike lanes east of Ingle		15	P	1.72		ALL	1/1/2024	STP(U)	6880	OTHER	7600	6380	20860				20860	CE	YES
Totals										0	6880		7600	6380	20860	0	0	0	20860		
17	11	NE Goodwin Road @ NE Ingle Rd. from: to: Traffic signal		15	P	00		PE	6/1/2022					5	5				5		
Totals										0	0		0	5	5	0	0	0	5		
16	12	Crown Road from: SE 23rd St. to NE 3rd Ave. Multimodal turn lanes and intersection improvements		04	P	1.3		ALL	1/1/2022					2000	2000			200	1800		YES
Totals										0	0		0	2000	2000	0	0	200	1800		

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							Project Phase	Phase Start (yyyy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required
									Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
12	13	SR-14 West Camas Slough Bridge from: to: Widen to 4 lanes NOTE: PE phase began 1/2006	03	P	2.25		ALL	1/1/2025			WSDOT	3500		3500				3500		NO
							Totals		0	0		3500	0	3500	0	0	0	3500		
17	14	Bybee Road Realignment SE 15th St. to SE 20th St. from: to: New construction	01	P	0.05	C S W G P T	ALL	1/1/2022					1690	1690			1690			YES
							Totals		0	0		0	1690	1690		0	1690	0		
14	15	NW/NE 6th Avenue Corridor Improvements NW Norwood to NE Garfield from: to: Access and multimodal upgrades	24	P	1.70		ALL	1/1/2022					1000	1000			1000			NO
							Totals		0	0		0	1000	1000	0	0	1000	0		
16	16	NW 38th Avenue NW Parker to Grass Valley Park from: to: Widening, bike lanes	03	P	0.45	P C G T	ALL	1/1/2023					4090	4090				4090	CE	YES
							Totals		0	0		0	4090	4090	0	0	0	4090		
17	17	NW 23rd Avenue Nw Astor to NW Sierra from: to: Widening, sidewalk	04	P	0.23		ALL	1/1/2023					540	540				540		YES
							Totals		0	0		0	540	540	0	0	0	540		
17	18	NW Leadbetter Drive NW Lake Rd. to NW Fremont St. from: to: Sidewalk	28	P	0.15	P C T G W S	CN	1/1/2023					64	64				64		NO
							Totals		0	0		0	64	64	0	0	0	64		

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								Project Phase	Phase Start (yyyy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required											
										Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds																	
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21											
17	19	NE 28th Street & NE 232nd Avenue from: to: Intersection improvements		24	P	0.00		ALL	6/1/2023					165	165				165		NO											
		Totals														0	0	0	165			165	0	0	0	165						
16	20	Brady Road McIntosh to West City Limits from: to: Bike & Pedestrian Improvements		04	P	.50		PE	1/1/2024					5	5				5													
		Totals														0	0	5	5			0	0	0	5							
17	21	NW Astor Street/NW 11th Avenue NW 16th Ave. to McIntosh Rd. from: to: Widening, bike lanes Includes path on Forest Home Road from Forest Home Lane to Astor Street		03	P	0.62	P C G T	PE	1/1/2023					130	130				130		YES											
		RW	1/1/2024									130	130				130															
		CN	6/1/2025									2040	2040				2040															
								Totals														0	0	0	2300	2300	0	0	0	2300		
16	22	NW 18th Avenue, et al NW Astor to NW 16th, include NW Hood from: to: Widen curb, sidewalk		03	P	0.51	S W P T C	PE	1/1/2023					5	5				5		YES											
		Totals														0	0	5	5			0	0	0	5							
16	23	NW 18th Avenue NW Whitman St. to NW Brady Rd. from: to: New construction with bike lanes		01	P	0.26	P G T C W S	PE	1/1/2023					5	5				5													
		Totals														0	0	5	5			0	0	0	5							
16	24	NW 18th Avenue NW Whitman St. to West City Limits from: to: Widening, bike lanes		03	P	0.40	W S P T C G	PE	1/1/2024					5	5				5													
		Totals														0	0	5	5			0	0	0	5							

Agency: City of Camas
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Functional Class	Priority Number	Project Identification A. Pin/Project No. B. STIP ID C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (yyyy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required
									Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
17	25	NE 43rd Avenue from: SR-500 to: East City Limits Widen to 3 lanes with bike lanes	03	P	0.36	C S G P T	ALL	1/1/2025					2190	2190				2190		YES
							Totals		0	0		0	2190	2190	0	0	0	2190		
16	26	NW 43rd/NW Astor - NW Sierra to NW 38th from: to: Widening, bike lanes	03	P	.50	S P C G T	PE	1/1/2025					5	5				5		
							Totals		0	0		0	5	5	0	0	0	5		
17	27	NE 232nd Avenue NE 28th to NE 9th St. from: to: Widen to 3 lanes with bike lanes	15	P	0.97		PE	6/1/2024					5	5				5		
							Totals		0	0		0	5	5	0	0	0	5		
00	28	North Dwyer Creek Master Plan Street "B" NW Friberg St./Strunk to NW Larkspur St. from: to: New construction	15	P	0.90	C S W G P T	PE	1/1/2025					5	5				5		
							Totals		0	0		0	5	5	0	0	0	5		
00	29	NW Payne Street NW Lake Rd. to NW Camas Meadows Dr. from: to: Widening	03	P	0.40	C G P T	PE	1/1/2025					5	5				5		
							Totals		0	0		0	5	5	0	0	0	5		
00	30	North Dwyer Creek Master Plan Street "A" NW Lake Rd. to NW Camas Meadows Dr. from: to: New construction	15	P	0.64	C S W G P T	PE	1/1/2025					5	5				5		
							Totals		0	0		0	5	5	0	0	0	5		

Agency: City of Camas
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								Project Phase	Phase Start (yyyy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required
										Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds						
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
17	31	NW McIntosh Road NW Brady Rd. to NW 11th Ave. from: to: Widening, bike lanes		15	P	1.2	P G C T	PE	1/1/2025					5	5				5		
								Totals								0	0	0	5	5	0
00	32	NE Woodburn Drive SE 283rd Ave. to SE 15th St. from: to: New construction Includes 23rd St. realignment		01	P	.70	C S W G P T	ALL	1/1/2022					6100	6100	0			6100		YES
								Totals								0	0	0	6100	6100	0
07	33	SE 15th Street/Nourse Road from: Camas High School to: NE 283rd Ave. Widen to 3 lanes with bike lanes		15	P	0.59	C S W G P T	PE	1/1/2025					5	5	0			5		
								Totals								0	0	0	5	5	0
00	34	NE 18th Street NE 192nd Ave. to NE Goodwin Rd. from: to: New construction (potential alternate alignment)		15	P	0.67		PE	1/1/2025					5	5	0			5		
								Totals								0	0	0	5	5	0
17	35	NE 28th Street NE 232nd Ave. to NE 242nd Ave. from: to: Widen to 3 lanes with bike lanes		15	P	0.50		PE	1/1/2025					5	5	0			5		
								Totals								0	0	0	5	5	0
16	36	NW Camas Meadows Drive NE 13th St. to NE 18th St. from: to: New construction (potential alternate alignment)		15	P	0.20		PE	1/1/2025					5	5	0			5		
								Totals								0	0	0	5	5	0

Agency: City of Camas

Co. No.: 06 Co. Name: Clark Co.

City No.: 0145 MPO/RTPO: RTC

FROM: 2020

TO: 2025

Hearing Date: 6/3/2019

Adoption Date: 6/17/2019

Amend Date:

Resolution No:

Functional Class	Priority Number	Project Identification A. Pin/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars							Expenditure Schedule <i>(Local Agency)</i>				Federally Funded Projects Only		
								Project Phase	Phase Start (yyyy)	Fund Source Information											
										Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds	1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
00	37	NE 242nd Avenue NE 28th St. to NE 9th St. from: to: Widen to 3 lanes with bike lane		15	P	0.70		PE	6/1/2025					5	5				5		
								Totals													
00	38	NE Ingle Road Extension Goodwin to 232nd Ave from: to: New construction		15	P	1.00		PE	6/1/2025					5	5				5		
								Totals													
19	39	NW Maryland Street NW 19th to NW 24th from: to: New construction		01	P	0.25	C S W G P T	ALL	6/1/2025					280	280				280		NO
								Totals													
19	40	NE Nevada Street NE 3rd to NE 6th from: to: Reconstruct		04	P	0.17		ALL	6/1/2025					280	280				280		NO
								Totals													
00	41	NE Goodwin Road @ NW Camas Meadows Drive from: to: Traffic signal		24	P	00		ALL	1/1/2024					350	350				350		NO
								Totals													
16	42	NW Pacific Rim @ Parker Street from: to: Traffic signal		15	P	00		PE	1/1/2025					5	5				5		
								Totals													

Agency: City of Camas
Co. No.: 06 Co. Name: Clark Co.
City No.: 0145 MPO/RTPO: RTC

FROM: 2020 TO: 2025
Hearing Date: 6/3/2019 Adoption Date: 6/17/2019
Amend Date: Resolution No:

Functional Class	Priority Number	Project Identification A. Pin/Project No. B. STIP ID C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule <i>(Local Agency)</i>				Federally Funded Projects Only	
							Project Phase	Phase Start (yyyy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required
									Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
16	43	SR-500 @ Leadbetter Road from: to: Access Control	15	P	00		PE	1/1/2025					5	5				5		
							Totals		0	0		0	5	5	0	0	0	5		
16	44	SR-500 @ New E/W Arterial from: to: Intersection improvements	15	P	00		PE	6/1/2025					5	5				5		
							Totals		0	0		0	5	5	0	0	0	5		
16	45	NE 28th Street @ 242nd Avenue from: to: Intersection improvements	15	P	00		PE	6/1/2025					5	5				5		
							Totals		0	0		0	5	5	0	0	0	5		
16	46	SR-500 @ NE 14th Ave. from: to: Controlled Access	24	P	00		PE	6/1/2025					5	5				5		
							Totals		0	0		0	5	5	0	0	0	5		
00	47	NE 232nd Avenue @ Ingle Extension from: to: Roundabout	15	P	00		PE	6/1/2025					5	5				5		
							Totals		0	0		0	5	5	0	0	0	5		
00	48	Pavement Treatments (maintenance & preservation) from: to: Overlays, surface treatments	47	P	00	P	CN	6/1/2020					4200	4200	700	700	700	2100		NO
							Totals		0	0		0	4200	4200	700	700	700	2100		

Agency: City of Camas
Co. No.: 06
City No.: 0145

Co. Name: Clark Co.
MPO/RTPO: RTC

FROM: 2020

TO: 2025

Hearing Date: 6/3/2019

Adoption Date: 6/17/2019

Amend Date:

Resolution No:

Functional Class	Priority Number	Project Identification A. Pin/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule <i>(Local Agency)</i>				Federally Funded Projects Only	
								Project Phase	Phase Start (yyyy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required
										Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds						
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
00	49	Reconstructs from: Citywide to:		04	P	00	G W	ALL	1/1/2020	CDBG	250			1250	1500	250	250	250	750		NO
Totals								0250012501500								250	250	250	750		
00	50	Sidewalk Projects from: to: Sidewalk installations Citywide		28	P	00		ALL	1/1/2020					150	150	25	25	25	75		NO
Totals								000150150								25	25	25	75		
0	51	Curb Ramp Projects from: to: Future curb ramp installations		28	P	00		ALL	1/1/2020					150	150	25	25	25	75		NO
Totals								000150150								25	25	25	75		
0	52	Shared Path Improvements Citywide from: to:		28	P	00		ALL	1/1/2022					200	200			50	150		NO
Totals								000200200								0	0	50	150		
00	53	Safety Projects from: to: Future safety projects Includes traffic revisions, NW Fargo Curve Safety Analysis		21	P	00		ALL	1/1/2020					300	300	50	50	50	150		NO
Totals								000300300								50	50	50	150		
00	54	Storm Grate Replacements (Bike Improvements) from: to: Storm grate replacements for bike lane improvements		38	P	00		CN	1/1/2020					20	20	20					NO
Totals								0002020								20	0	0	0		

Agency: City of Camas
Co. No.: 06 Co. Name: Clark Co.
City No.: 0145 MPO/RTPO: RTC

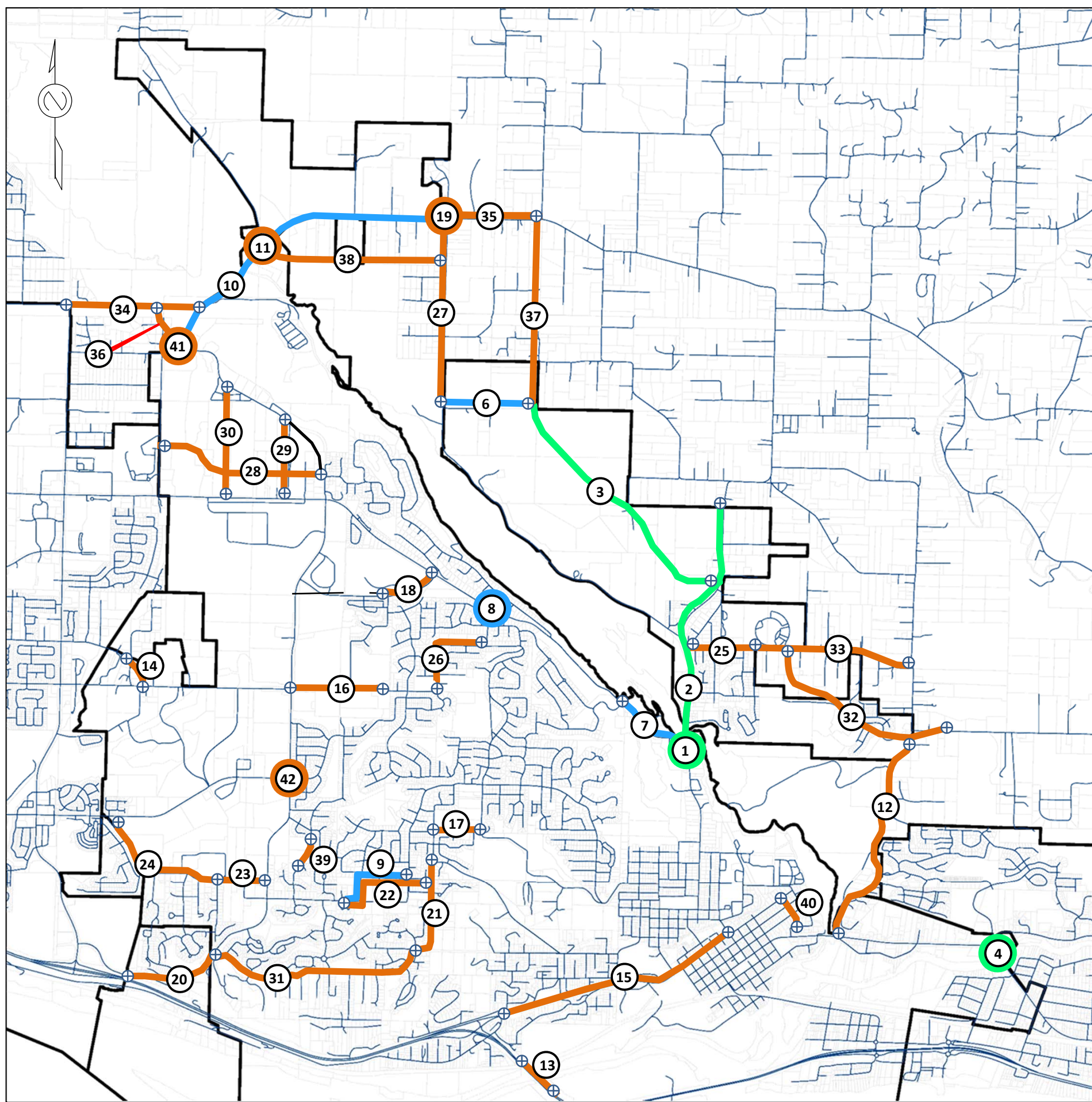
FROM: 2020 **TO:** 2025
Hearing Date: 6/3/2019 Adoption Date: 6/17/2019
Amend Date: Resolution No: _____

Functional Class	Priority Number	Project Identification A. Pin/Project No. B. STIP ID C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description G. Structure ID	Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars								Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
							Project Phase	Phase Start (yyyy)	Fund Source Information						1st	2nd	3rd	4th thru 6th	Envir. Type	R/W Required
									Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
00	55	<i>Future Bike Route Improvements</i> Citywide from: to: Future bike route improvements	28	P	00		CN	1/1/2020					30	30	5	5	5	15		NO
							Totals		0	0		0	30	30	5	5	5	15		
00	56	<i>Street Lighting</i> Citywide from: to: Street Lighting	21	P	00		CN	1/1/2020					120	120	20	20	20	20		NO
							Totals		0	0		0	120	120	20	20	20	20		

City of Camas

2020 – 2025

Six Year Street Priorities



- | | | |
|--------|----|---|
| Green | 1 | Lake Rd. & Everett St. Intersection Impr |
| | 2 | SR 500 (Everett St/Rd) |
| | 3 | North Shore East/West Arterial |
| | 4 | Washougal River Bridge |
| | 5 | ADA Access Upgrades Citywide |
| Blue | 6 | NE 9th St |
| | 7 | NW Lake Rd. |
| | 8 | Lake Rd. & NW Sierra St. Signal |
| | 9 | 16th Ave/ Hood / 18th Ave Path |
| | 10 | NE Goodwin Rd/28th St |
| Orange | 11 | NE Goodwin Road / Ingle Rd Signal |
| | 12 | SE Crown Rd |
| | 13 | SR 14 - West Camas Slough Bridge |
| | 14 | Bybee Rd |
| | 15 | NW/NE 6th Ave Corridor Imp |
| | 16 | NW 38th Ave (Ph 3) |
| | 17 | NW 23rd Ave |
| | 18 | NW Leadbetter Dr Path |
| | 19 | NE 28th St & NE 232nd Ave Intersection Imp. |
| | 20 | NW Brady Rd Ped & Bike Improvements |
| | 21 | NW Astor St. |
| | 22 | NW 16th Ave/Hood/18th Ave |
| | 23 | NW 18th Ave |
| | 24 | NW 18th Ave/Payne Rd |
| | 25 | NE 43rd Ave |
| | 26 | NW Astor St. /43rd Ave |
| | 27 | NE 232nd Ave |
| | 28 | Street "B" (North Dwyer Creek Area) |
| | 29 | NW Payne St. |
| | 30 | Street "A" (North Dwyer Creek Area) |
| | 31 | NW McIntosh Rd |
| | 32 | NW Woodburn Dr. |
| | 33 | SE 15th St./Norse Rd |
| | 34 | NE 18th St (192nd to Goodwin) |
| | 35 | NE 28th St |
| | 36 | NW Camas Meadows Dr (West) |
| | 37 | NE 242nd Ave |
| | 38 | NW Ingle Rd Extension |
| | 39 | NW Maryland St |
| | 40 | NE Nevada St. |
| | 41 | NE Goodwin / Camas Meadows Signal |
| | 42 | NW Pacific Rim / Parker St. Signal |



9. Appendices

A. Six Year Form Instructions

Heading

Agency	Enter name of the sponsoring agency.
County No.	Enter the assigned number (see LAG Appendix 21.44).
City No.	Enter the assigned number (see LAG Appendix 21.45).
MPO/RTPO	Enter the name of the associated MPO (if located within urbanized area) or RTPO (if located in a rural area).
Hearing Date	Enter the date of the public hearing.
Adoption Date	Enter the date this program was adopted by council or commission.
Resolution No.	Enter Legislative Authority resolution number (if applicable.)
Amendment Date	Enter the date this program was amended by council or commission.

Column Number

1. **Functional Classification.** Enter the appropriate 2-digit code denoting the Federal Functional Classification. (**Note:** The Federal Functional Classification must be one approved by FHWA.)

Description

00- No Classification

Rural (< 5000 pop.)

- 01 - Interstate
- 02 - Principal Arterials
- 06 - Minor Arterials
- 07 - Major Collector
- 08 - Minor Collector
- 09 - Local Access

Urban (> 5000 pop.)

- 11 - Interstate
- 12 - Freeways & Expressways
- 14 - Other Principal Arterials
- 16 - Minor Arterial
- 17 - Collector
- 19 - Local Access

1. **Priority Numbers.** Enter local agency number identifying agency project priority (optional).

2. **Project Identification.** Enter (a) Federal Aid Number if previously assigned; (b) Bridge Number; (c) Project Title; (d) Street/Road Name or Number/Federal Route Number; (e) Beginning and Ending Termini (milepost or street names); and (f) Describe the Work to be Completed.

4. **Improvement Type Codes.** Enter the appropriate federal code number.

SEE APPENDIX A

5. **Funding Status.** Enter the funding status for the entire project or phase that describes the current status.

S - Project is 'selected' by the appropriate selection body and funding has been secured by the lead agency.

P - Project is subject to selection by an agency other than the lead and is listed for planning purposes. (Funding has **not** been determined.)

6. **Total Length.** Enter project length to the nearest hundredth (or code "00" if not applicable).

7. **Utility Code(s).** Enter the appropriate code letter(s) for the utilities that need to be relocated or are impacted by the construction project.

C - Cable TV

G - Gas

O - Other

P - Power

S - Sewer (other than agency-owned)

T - Telephone

W – Water

8. **Project Phase.** Select the appropriate phase code of the project.

PE - Preliminary Engineering, including Design (or Planning)

RW - Right of Way or land acquisition

CN - Construction only (**or transit planning or equipment purchase**)

ALL - All Phases: from Preliminary Engineering through Construction

9. **Phase Start Date.** Enter the **month/day/year** in MM/DD/YY format that the selected phase of the project is **actually** expected to start.

10. **Federal Fund Code.** Enter the Federal Fund code from the table.

SEE APPENDIX C

11. **Federal Funds.** Enter the total federal cost (**in thousands**) of the phase regardless of when the funds will be spent.

12. **State Fund Code.** Enter the appropriate code for any of the listed state funds to be used on this project.

SEE APPENDIX C

13. **State Funds.** Enter all funds from the State Agencies (**in thousands**) of the phase regardless of when the funds will be spent.

14. **Local Funds.** Enter all the funds from Local Agencies (**in thousands**) of the phase regardless of when the funds will be spent.

15. **Total Funds.** Enter the sum of columns 10, 12, and 14. (Auto-calculation in the “STIP Too” program.)

16-19. **Expenditure Schedule - (1st, 2nd, 3rd, 4th thru 6th years).** Enter the estimated expenditures (**in thousands**) of dollars by year. (***For Local Agency use.***)

20. **Environmental Data Type.** Enter the type of environmental assessment that will be required for this project. (This is “***required***” for ***Federally funded projects***, but may be filled in for state or locally funded projects.)

EIS - Environmental Impact Statement

EA - Environmental Assessment

CE - Categorical Exclusion

21. **R/W Certification.** Click **Y** if Right of Way acquisition is or will be required. If yes, enter R/W

Certification Date, if known. (This is “***required***” for ***Federally funded projects***)

APPENDIX A
IMPROVEMENT TYPE CODES

- 01 New Construction Roadway
- 03 Reconstruction, Added Capacity
- 04 Reconstruction, No Added Capacity
- 05 4R Maintenance Resurfacing
- 06 4R Maintenance - Restoration & Rehabilitation
- 07 4R Maintenance - Relocation
- 08 Bridge, New Construction
- 10 Bridge Replacement, Added Capacity
- 11 Bridge Replacement, No Added Capacity
- 13 Bridge Rehabilitation, Added Capacity
- 14 Bridge Rehabilitation, No Added Capacity
- 15 Preliminary Engineering
- 16 Right of Way
- 17 Construction Engineering
- 18 Planning
- 19 Research
- 20 Environmental Only
- 21 Safety
- 22 Rail/Highway Crossing
- 23 Transit
- 24 Traffic Management/Engineering - HOV
- 25 Vehicle Weight Enforcement Program
- 26 Ferry Boats
- 27 Administration
- 28 Facilities for Pedestrians and Bicycles
- 29 Acquisition of Scenic Easements and Scenic or Historic Sites
- 30 Scenic or Historic Highway Programs
- 31 Landscaping and Other Scenic Beautification
- 32 Historic Preservation
- 33 Rehab & Operation of Historic Transp. Buildings, Structures, Facilities
- 34 Preservation of Abandoned Railway Corridors
- 35 Control and Removal of Outdoor Advertising
- 36 Archaeological Planning & Research
- 37 Mitigation of Water Pollution due to Highway Runoff
- 38 Safety and Education for Pedestrians/Bicyclists
- 39 Establishment of Transportation Museums
- 40 Special Bridge
- 41 Youth Conservation Service
- 42 Training
- 43 Utilities
- 44 Other
- 45 Debt Service
- 47 Systematic Preventive Maintenance

APPENDIX C

FEDERAL FUND CODES

5307	FTA Urbanized Area Formula Program
5309(Bus)	FTA Bus and Bus Facilities
5309(FG)	FTA Fixed Guideway Modernization
5309(NS)	FTA New Starts
5310	FTA Elderly Persons and Persons with Disabilities
5311	FTA Rural Area Formula Grants
5316	FTA Job Access & Reverse Commute Program (JARC)
5317	FTA New Freedom Program
FTA Discretionary	Discretionary Programs such as Alternatives Analysis (5339) and TIGGER Program
BIA	Bureau of Indian Affairs
BR	Bridge Replacement/Rehabilitation Program
CBI	Coordinated Border Infrastructure
CDBG	Community Development Block Grant (Dept. of Commerce)
CMAQ	Congestion Mitigation and Air Quality
DEMO	Demonstration Projects (High Priority, Sect. 112, 115, 117, 125 and 129)
Discretionary- FBD	Ferry Boat Discretionary
Discretionary- IMD	Interstate Maintenance Discretionary
Discretionary- ITS	Intelligent Transportation Systems
Discretionary- PLH	Public Lands Highways (Federal Lands)
Discretionary- SB	Scenic Byways
Discretionary- STP	Surface Transportation Priorities
Discretionary- TCSP	Transportation, Community & System Preservation Program
DOD	Department of Defense
FMSIB	Freight Mobility Strategic Investment Board
IM	Interstate Maintenance
IRR	Indian Reservation Roads
NHS	National Highway System
SRTS	Safe Routes to Schools
STP	Surface Transportation Program (WSDOT Use Only)
STP(E)	Surface Trans. Program - Enhancements
STP(L)	Surface Trans. Program - Legislative Earmarks
STP(S)	Surface Trans. Program- Safety (Includes Highway) Safety Improvement Program, Hazard Elimination, Railway/Highway Crossing Program and 2010-15 County Road Safety Program)
STP(R)	Surface Trans. Program - Rural Regionally Selected
STP(U)	Surface Trans. Program - Urban Regionally Selected

STATE FUND CODES

CRAB	County Road Administration Board
FMSIB	Freight Mobility Strategic Investment Board
PWTF	Public Works Trust Fund
SRTS	Safe Routes to Schools
TIB	Transportation Improvement Board
TPP	Transportation Partnerships Program
WSDOT	WSDOT funds
OTHER	Any other state funds not listed

RESOLUTION NO. 19-009

A RESOLUTION establishing time limits for certain parking spaces
on North East Birch Street, North East Cedar Street and NE 6th Avenue.

WHEREAS, CMC10.08.010, allows the City Council from time to time to impose
parking time limits for designated streets and locations within the city; and

WHEREAS, the parking time limit for spaces on the east side of North East Birch Street
between 4th Avenue and 5th Avenue is currently two hours, and

WHEREAS, the parking time limit for one space on the west side of North East Cedar
Street between 4th Avenue and 5th Avenue is currently 10 minutes, and

WHEREAS, the parking time limit for spaces on the south side of North East 6th Avenue
between Birch Street Cedar Street is currently two hours, and

WHEREAS, the Council desires to designate one current space for a loading zone on the
east side of North East Birch Street between 4th Avenue and 5th Avenue, and

WHEREAS, the Council desires to change the parking time limit for the 10 minute space
on the west side of North East Cedar Street between 4th Avenue and 5th Avenue to three hours, and

WHEREAS, the Council desires to change the parking time limit for two spaces on the
south side of North East 6th Avenue between Birch Street and Cedar Street from two hours to ten
minutes, and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF CAMAS AS
FOLLOWS:

Section I

One space on the east side of North East Birch Street between 4th Avenue and 5th Avenue
is designated as a loading zone.

Section II

The space with the 10 minute time limit on the west side of North East Cedar Street
between 4th Avenue and 5th Avenue is changed to three hours.

Section III

The parking time limit for two spaces on the south side of North East 6th Avenue between
Birch Street and Cedar Street is changed from two hours to ten minutes.

Section IV

The City Engineer is directed to erect signs giving notice of the new time limits.

Section V

This Resolution shall be effective upon the erection of new signs by the City Engineer.

ADOPTED by the Council at a regular meeting this _____ day of June 2019.

SIGNED: _____
Mayor

ATTEST: _____
Clerk

APPROVED as to form:

City Attorney



Downtown Parking Changes Recommendation

June 3, 2019 Council Workshop

TITLE

Staff Contact	Phone	Email
James Carothers, Engineering Manager	360.817.7230	jcarothers@cityofcamas.us

PURPOSE: On May 14, the Parking Advisory Committee (PAC) reviewed three parking change requests. The May 14 PAC staff reports are attached to this agenda item for your reference. The recommended changes by the Committee are shown and described in Figure 1.



Figure 1:

- (1) Two 10 minute parking spots by Columbia Litho (current 2 hour limit.)
- (2) Remove 10 minute parking spot on NE Cedar St (would revert to 3 hour limit.)
- (3) Loading Zone for Camas Antiques (current 2 hour limit.)

FINDINGS: The Committee recommends the establishment of two 10 minute parking spots for Columbia Litho instead of the requested 30 minutes parking spots. Based on feedback from the Camas Police Department. 10 minute parking spots can be monitored and enforced, while the monitoring of 30 minute parking spots is problematic.

The committee advises adding a loading zone at location (3) as it provides better access for moving freight. See Figure 2.



Figure 2: Recommended Loading Zone on Birch Street (marked in red.)

RECOMMENDATION: If Council desires, staff will bring back a resolution prepared by the City Attorney with the recommended parking changes for Council's consideration.