



CITY COUNCIL WORKSHOP MEETING AGENDA





Monday, November 19, 2018, 4:30 PM
City Hall, 616 NE 4th Avenue

I. CALL TO ORDER

II. ROLL CALL

III. PUBLIC COMMENTS

IV. WORKSHOP TOPICS

- A. Downtown Camas Association (DCA) Update
Presenter: Carrie Schulstad, Executive Director and Caroline Mercury, Board President
 [DCA Update](#)
- B. Camas Urban Tree Program Update and Heritage Trees Information
Presenter: Sarah Fox, Senior Planner
 [Heritage Trees Presentation](#)
[Urban Tree Program Update](#)
[Washington - Tree Cities 2017](#)
- C. Schedule Public Hearing for Annual Comprehensive Plan Amendments
Presenter: Sarah Fox, Senior Planner
 [Staff Report to Council](#)
[Grass Valley Comprehensive Plan Map](#)
[Applicant Narrative](#)
[Memo from Applicant](#)
[Letter to Applicant from Staff](#)
[Camas 2035 Comprehensive Plan](#)
[Staff Presentation to Commissioners](#)
- D. Capital Improvement Plan (CIP) Amendment
Presenters: Phil Bourquin, Community Development Director and Steve Wall, Public Works Director
 [CIP Staff Report](#)
[City-Wide CIP January 2019](#)
- E. Community Development Miscellaneous and Updates
Details: This is a placeholder for miscellaneous or emergent items.
Presenter: Phil Bourquin, Community Development Director

F. Green Mountain Latecomer Reimbursement Agreements

Presenter: James Carothers, Engineering Manager

 [Green Mountain Latecomer Reimbursement Staff Report](#)
[Green Mountain Latecomer Reimbursement Presentation](#)

G. Utility Rates and System Development Charge (SDC) Update

Presenter: Steve Wall, Public Works Director

 [Utility Rates and SDC Update](#)


H. Public Works Miscellaneous and Updates

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

Presenter: Steve Wall, Public Works Director

I. Amendment to Fire Interlocal Agreement

Presenter: Pete Capell, City Administrator

 [Amendment to Fire Interlocal Agreement Staff Report](#)
[Amendment to Fire Interlocal Agreement](#)

J. City Administrator Miscellaneous Updates and Scheduling

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

Presenter: Pete Capell, City Administrator

V. COUNCIL COMMENTS AND REPORTS

VI. PUBLIC COMMENTS

VII. ADJOURNMENT

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



DCA Update to Council, November 2018

- **Organization**

- B&O Program Update
- Camas Ambassador Program!
- Upward and DECA forums)
- CREDC Main Street Tour Day and we also hosted a tour of our town for
- OR Main Street Tour
- Over 3000 volunteer hours so far this year!

- **Promotion & Events**

- First Fridays are going strong
- Downtown Events
- Scenic WA
- River Talk Weekly articles
- Little Art Camas

- **Design**

- Thank you to the City! Planters, trees, tree lighting!
- LED roofline lighting program for 2019
- Little Library on 4th Avenue
- Historic mill photo art collage
- Directional signs on corners and benches on 3rd and 5th.

- **Economic Vitality**

- Over \$20,000 was raised by our community for Hana after their accident! We are so happy they have recovered! Our community is amazing.
- Cake Happy now has Ice Cream Renaissance ice cream and is open until 7pm!
- Hidden River Roasters doing so well had to build another building for a bigger roaster!
- Merchant classes
- Private investment in downtown in 2018

Since we last reported to council:

- Grains of Wrath impact
- Hey Jack
- Sass Beauty and Believe Boutique
- The Artful Attic
- Heidi Jo Curley Art Studio has opened above Arktana and will host a **ribbon cutting on December First Friday**

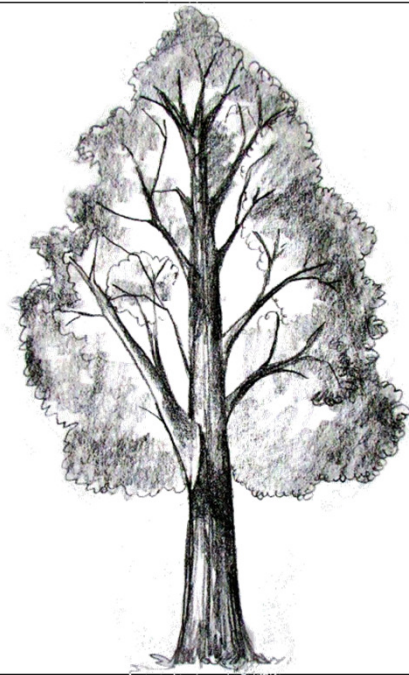
HERITAGE TREES

City Council Workshop

November 2018

*The questions
before us today
are...*

1. Does Camas need a heritage tree program?
2. What is a heritage tree program?



DOES CAMAS NEED A HERITAGE TREE PROGRAM?

Guidance from the
city's comprehensive
plan, **Camas 2035**

Natural Environment

Section 3.4.4, "The natural landscape and existing tree cover are important aspects of Camas' natural environment. Native, mature landscaping and trees contribute to the City's ecological health, supply valuable animal habitat, and enhance the community's natural beauty."



Guidance from the city's comprehensive plan, **Camas 2035**

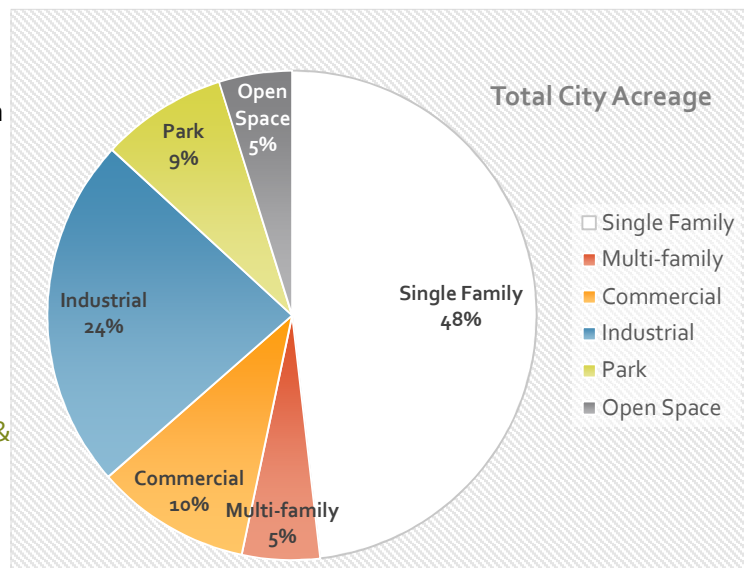
Landscape Enhancement and Tree Preservation Goal:

NE 4: *To protect Camas' native landscape and mature tree cover.*



Trees in Camas

- Trees in critical areas, public open spaces and public parks are protected.
 - 851 acres of public parks
 - 492 acres of open space
- Street trees are protected.
- No "heritage tree" regulations.
- Individual trees on private property are generally not protected---unless within tracts & noted on plats

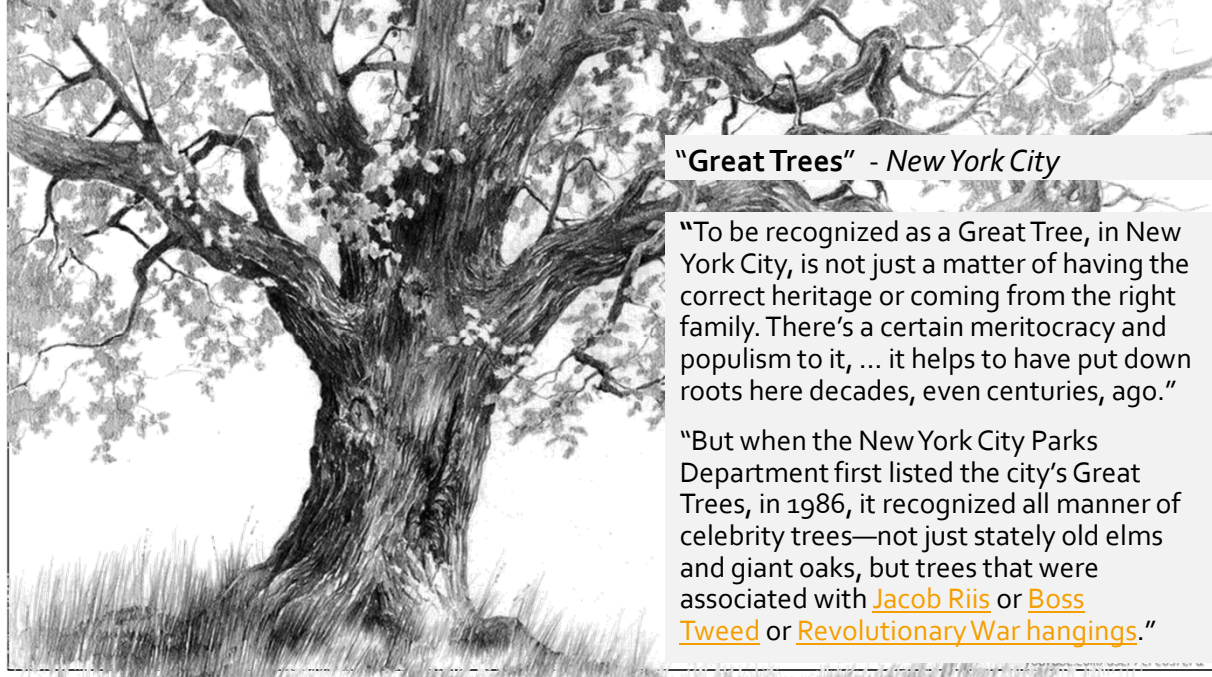


WHAT IS A HERITAGE TREE?



Heritage, Historic, Landmark, Great Tree

- Such trees are described in ordinances as **heritage, historic, landmark, legacy, special interest, significant, or specimen trees** or various permutations of these terms (e.g., heritage oak, exceptional specimen tree).
- Regardless of the name---These trees are considered important community resources because of unique or noteworthy characteristics or values.



"Great Trees" - New York City

"To be recognized as a Great Tree, in New York City, is not just a matter of having the correct heritage or coming from the right family. There's a certain meritocracy and populism to it, ... it helps to have put down roots here decades, even centuries, ago."

"But when the New York City Parks Department first listed the city's Great Trees, in 1986, it recognized all manner of celebrity trees—not just stately old elms and giant oaks, but trees that were associated with [Jacob Riis](#) or [Boss Tweed](#) or [Revolutionary War hangings](#)."

Definitions

"Monarch Tree" *APA Planning Advisory Report*

A tree that has been determined to be of high value because of its species, size, age, form, or historical significance.

"Landmark Trees" *Bainbridge Island*

Trees that are unique because of their age, size, species, historical significance, or aesthetic quality

"Heritage Trees" *City of Portland*

Trees that have been recognized by City Council for their unique size, age, historical or horticultural significance.

Definitions

"Heritage Tree" *City of Vancouver*

- Has a dbh of 36 inches or greater;
- Distinctive size, shape, or location,
- Distinctive species or age which warrants a Heritage Tree status
- Possesses exceptional beauty
- Distinctive due to a functional or aesthetic relationship to a natural resource
- Association with a historical figure, property, or significant historical event.

"Landmark Tree" *City of Olympia*

Means a tree or group of trees designated as such by the city because of its exceptional value to the residents of the city. Value is determined by factors such as:

- Association with historic figures, events, or properties,
- Rare or unusual species, or
- Exceptional aesthetic quality.

Heritage Tree Programs Common features

- Tree Board / Commission
- Registry
- Permission
- Protection
- Penalties

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Heritage Tree Programs Common features

Committee

- Typically heritage tree committees include experts from many fields, including forestry, parks service, geological and environmental studies and heritage programs.
- Volunteers
- Organized as a function of a parks department or parks commission

Registry

- Trees on registry are typically in locations that are visible to the public.
- Value to property & to environment is tracked
"Mature trees such as these heritage trees help cool the air, remove air pollution, capture rainfall, and save energy. In all, these trees are valued at more than \$24 million." **New York's Great Trees**
- Mapping
- Connection to Tourism (e.g. Walking Tours)

Heritage Tree Programs Common features

Permission

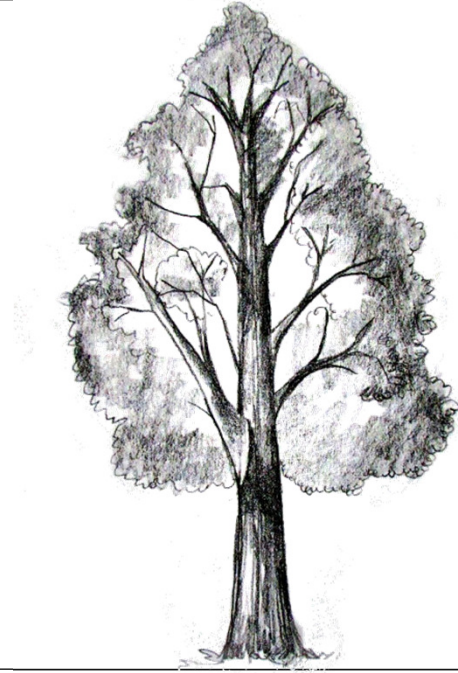
- No tree on private property can be designated without the consent of the property owner.
- This consent binds all successors, heirs, and assigns

Protection

- Plaques or signs posted on or near heritage tree
- No Heritage Tree can be removed without the consent of _____ (*fill in the blank*)
- Permit required to remove, destroy, cut, prune, break or injure a Heritage Tree
- Fines and penalties as deterrents

In summary

1. Does Camas need a heritage tree program?
2. What is a heritage tree program?
3. Next steps



CAMAS URBAN TREE PROGRAM

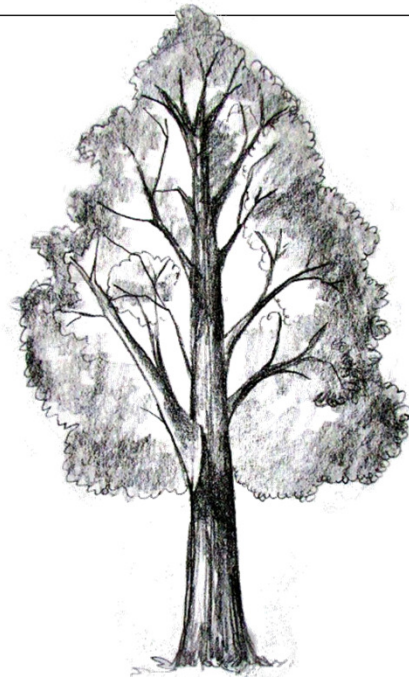
City Council Workshop

November 2018

First 77 Days

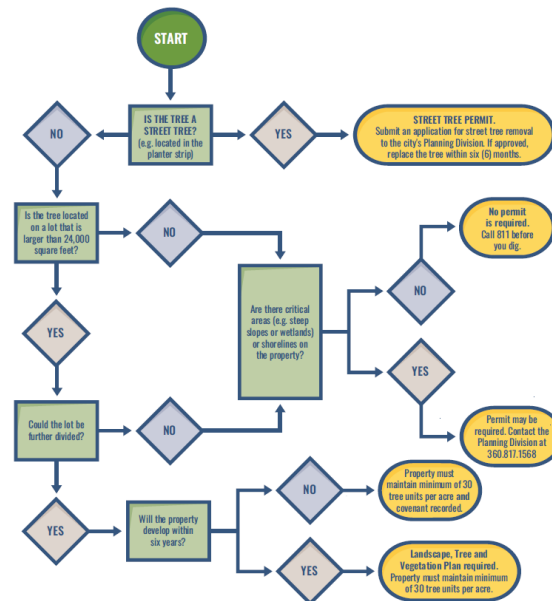
Ord. 18-014 was adopted on Sept. 4th

1. What is **new** and **not new** in regards to tree protection?
2. Number of street tree permits issued and requested
3. Number of new developments subject to the new ordinance



Not New

- Trees are still protected through the city's environmental rules under Title 16
- If tree is not a street tree, then regulations are substantially the same.
- Penalties increased with adoption of Urban Tree Program (Ord. 18-014)



NEW Street Tree Permits

- (2) Two permits issued
- Approx. 10 tree related enquiries at the front counter, phone and email



Outreach for Street Tree Permits

- City website landing page / permit (launching soon)
- Outreach to HOA leadership
- Outreach to industry professionals (landscapers & arborists)
- Other outreach could include:
 - Advertisement in the newspaper
 - Partner with the school district to send info to families



NEW Development Review

- Issued (1) one Site Plan Permit for "Pumpkin Properties"
 - Other applications received and under review
1. 11th Avenue Duplex
 2. Clark County Parks & Kanooth
 3. Green Mountain PRD B1
 4. Green Mountain PRD Phase 3
 5. Lacamas View Care Facility
 6. Lim Property
 7. Lon Combs property
 8. McIntosh Ridge Single Family Lot
 9. Pumpkin Properties remodel & site improvement
 10. Samson Sports Commercial Expansion

- Street tree permit outreach
- Staff training
- Fine-tuning process
- Permit tracking
- Working group
 - *Arbor Day 04/10/19*
 - *Tree City USA*
 - *Heritage Trees*





TREE CITY USA®

WASHINGTON

BY THE NUMBERS

2017

92

Tree City USA
COMMUNITIES
4 NEW

47.64%

OF WASHINGTON

LIVES IN A TREE CITY USA
COMMUNITY



Growth Award

9

Growth Award
RECIPIENTS

0

NEW Growth Award
RECIPIENTS

Reported Number of Trees Planted **47,742**

97.78%

Recertification Rate

WASHINGTON'S

LONGEST-RUNNING ACTIVE
TREE CITY USA COMMUNITY:

Ellensburg

35 YEARS

Largest

Seattle
POPULATION 704,352

Smallest

Town of Hunts Point
POPULATION 401

\$37,301,590.47

spent on urban
forestry management

\$10.57

average
per capita

LONGEST ACTIVE
Growth Award

Bellevue

25 YEARS

Beyond Tree City USA

9

Washington
Tree Campus Schools

2

NEW
Tree Campus Schools

10

Tree Line Utilities

LONGEST RUNNING ACTIVE TREE LINE USA UTILITY:

PUD 1 of Chelan County

20 YEARS



2018 COMPREHENSIVE PLAN AMENDMENTS

STAFF REPORT

TO: City Council

FROM: Sarah Fox, Senior Planner on behalf of the Planning Commission

REPORT DATE: October 24, 2018

HEARING DATE: To be determined by Council

Public Notices: Notice of a public hearing to consider proposed comprehensive plan amendments was published in the Camas Post Record on October 11, 2018 (Legal publication #48070). Notice of intent to adopt amendments (60-day) was received by the Department of Commerce on October 2, 2018 (Material ID #25351).

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This Staff Report will:

- Analyze the City's Comprehensive Plan policies and goals
- Analyze the issues set forth in CMC 18.51

I. COMPREHENSIVE PLAN AMENDMENT PROCESS:

Each year in the months leading up to January, the City announces that proposed amendments to the Comprehensive Plan will be received for 30 days. The 2018 announcement was published in the Camas Post Record and ran weekly the entire month of November 2017.

The City received one application during this open review cycle. The amendments are proposed by Torvale who represents properties owned by Daley, JR Merit Enterprises, LLC, and NRP LLC. The properties are currently designated as "Industrial" and are located in the western portion of the city known as "Grass Valley". Torvale proposes to amend the following parcels to a comprehensive plan designation of "Commercial" and a zone of "Regional Commercial" (RC): 125623-000; 125193-000; 125185-000; 125627-000; 125207-000; 125198-000; for a total of 50.73 acres.

At a public hearing on October 23, 2018, Planning Commission unanimously forwarded a recommendation to Council to amend the zoning of 23 acres (three parcels) that are currently zoned LI/BP to BP. Their decision is consistent with Option #3 of CMC§18.51.050(B).

II. BACKGROUND/ANALYSIS:

In 2016, the city adopted a cover to cover update to its comprehensive plan and map, titled Camas 2035 (Ord. 16-010). The city's comprehensive plan guides land use development and public facility investment decisions, consistent with the state's Growth Management Act (GMA) and Clark County's Community Framework Plan.

The plan includes six elements that work together to achieve the community's vision and long-term economic vitality. Those elements include policies and goals as follows: Land Use; Housing; Natural Environment; Transportation and Street Plans; Public Facilities, Utilities, and Services; and Economic Development.

The plan anticipated that the city would have a total population of 34,098 in 2035 and would add 11,182 new jobs. The city's current population according to the Office of Finance and Budget (OFM) is 23,770.

The City must evaluate proposed comprehensive plan changes in order to provide a balance of residential and employment lands. The City must also carefully evaluate the amount of developable land for each use, after deducting for critical areas or other challenges. The following report will discuss the city's compliance with the population and employment allocations to date and provide an analysis of the proposed amendments.

EMPLOYMENT LANDS

The city's vision for economic development (Camas 2035, Section 6.1) in part reads, "In 2035, the economy has grown to attract a variety of businesses that offer stable employment opportunities and family wage jobs in the medical and high tech fields."

The City has approximately 3,419 acres designated for employment (combined commercial and industrial lands), or 33% of the overall acreage. Based on Clark County's Vacant Buildable Lands Model, it is estimated that there is 1,124 net acres of vacant and underutilized employment land in Camas. The model estimates that the city needs 337 net acres of Commercial land and 493 acres of Industrial land (total of 830 net acres) to create 11,182 additional jobs by 2035. According to the calculations, there is excess capacity of 294 net acres of employment land.

The Industrial comprehensive plan designation is comprised of the following zones: Light Industrial (LI); Light Industrial Business Park (LI/BP); Business Park (BP); and Heavy Industrial (HI). Aside from the school district properties, the city's industrial lands include the top employers and provide family-wage jobs. Commercially designated properties include the following zones: Regional Commercial (RC); Downtown Commercial (DC); Mixed Use (MX); Neighborhood Commercial (NC); and Community Commercial (CC). The most recent commercial development has occurred in the city's downtown and along NW 38th Avenue.

Since 2016, the city gained four new commercial businesses and has three additional projects approved but not constructed yet (Refer to Table 2 of this report). One of those projects was born from a development agreement for 35.44 acres of commercial designated land that fronts NW 38th Avenue, called the "Grass Valley Master Plan". The development will include approximately half of the site for commercial and office uses to include three office buildings, and a market/commercial building. The development is expected to add 1,500 jobs to the area. The other half of the site (approx. 14 acres) will include 12 apartment buildings each with 24 units for a total of 288 units.

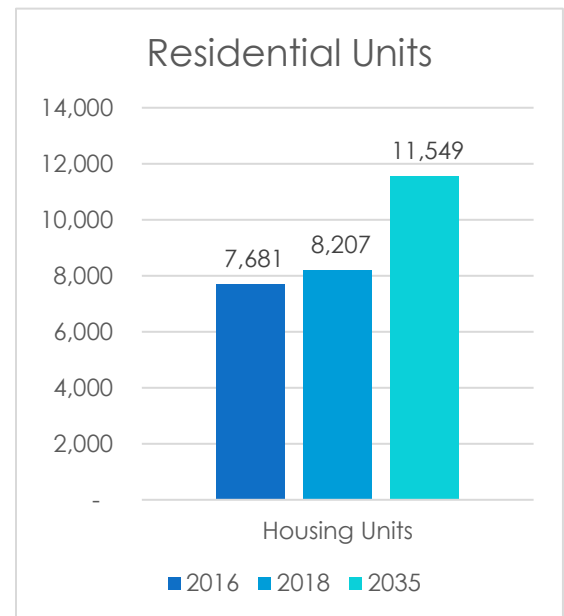
In summary, the city has gained new businesses, seven new commercial facilities and is gaining on the employment goals established for 2035.

RESIDENTIAL LANDS

The majority of land in Camas is designated for residential uses as it comprises approximately 53% of total acreage. **Camas 2035** states that the city must add 3,868 new residential units within these designated areas by 2035 to meet the growth rate of 1.26 percent population growth per year. Since adoption in 2016, there has been an increase in 526 residential units for a current total of 8,207 (3,342 more units needed).

Since 2016, preliminary plat¹ approval has been granted to 10 developments for a total of 252 lots. Also, in that timeframe, the city has approved four multi-family developments, with a combined multi-family unit total of 486 units.

In sum, there were 526 units added since 2016, and another 738 units that will be built over the next few years. With the new units built and others approved (not yet built), the city has approximately 2,078 units remaining to reach its residential goals to support the future population.



III. DISCUSSION AND FINDINGS

The applicant, Torvale, proposes to amend 50.73 acres of industrially designated lands to commercial, with an associated zone of Regional Commercial (RC). The combined site currently includes 27.73 acres zoned Business Park (BP) and 23 acres zoned Light Industrial/Business Park (LI/BP).

The application also included conceptual site plans for Daley and Merit properties. The primary reason for the proposed amendment is the applicant's concern that the development standards of both the LI/BP and the BP zones are too restrictive and would prevent full development of the properties. In sum, the development standards of the RC zone are considered necessary as this zone does not have any setback standards, or limitations to lot size or structure height.

The subject properties are vacant with the exception of Sigma Design (Parcel 125198-000), and are located on sites with elevation changes. The application states that some of the properties are additionally constrained with wetlands. The surrounding properties are developed to the east and south with residential subdivisions. To the west is an electrical substation and to the southwest is the Sharp facility, along with the new middle and high schools. To the north are the industrially developed properties that house Bodycote and Karcher North America.

Development Standards: The development standards for LI/BP differ greatly from BP. The 100-foot front and rear setbacks as required in the LI/BP zone are not intended for properties that do not front major roadways. Those standards are also not practical on parcels that are additionally constrained with critical areas (e.g. wetland, steep slopes), as are the subject parcels of the application. The development standards for LI/BP are primarily intended to provide "campus style" landscaping along the roadways and to discourage conversion to commercial uses (*Refer to Section 18.21.010 Purpose Statement*).

Of the six parcels combined with this application, only two parcels front roadways. Sigma Design fronts NW Pacific Rim Blvd., and the other, Parcel 12518-000 (Daley) is vacant and is adjacent to NW Brady Road. The applicant noted that Sigma Design would like to expand and better utilize their site, although the use would remain high tech.

The purpose of the RC zone, as defined at CMC18.05.050-C, "*Regional commercial is the largest of the commercial zones and is designed to serve the region or significant portion of the region's population.*" The

¹ Refer to Table 2 of this report.

majority of the city's RC zoned land is located along major transportation corridors such as NE 3rd Avenue and NW 38th Avenue. The development standard for RC are compatible with many commercial uses that require high roadway visibility. The lack of setbacks in the RC zone is in balance with Design Review guidelines which encourage the placement of buildings next to the street to encourage more visibility, walkability, and discourages parking along those frontages.

In comparison the BP development standards have setbacks of 15 feet from the front and side lot lines and requires 50 feet from the rear lot line. Setbacks are applicable to structures, and do not limit the design of other required features of a site to include parking. Practically speaking, new development in the RC zone –a zone without setbacks--- would not be able to construct a building that encompasses 100 percent of the site, as the development would also need to balance the required percentage of landscaping (15% of the site), and off-street parking requirements for the intended use.

The HI zone has the same development standards (or lack thereof) as the RC zone. If the development standards were the primary reason for the amendment, then the applicant could request a Zone change, or even a Zoning Text change, rather than a comprehensive plan amendment.

BP development standards are intended to be compatible with office and high tech development, which is the type of development that was illustrated on the applicant's conceptual drawings.

Development Standards Findings: Staff is supportive of those properties (map at right) that are currently zoned LI/BP to be amended to BP zoning given the frontage setbacks of the LI/BP zone. The BP zone's minimal frontage setbacks along NW Pacific Rim will provide flexibility for landscaping and other infrastructure.

Use Authorization:

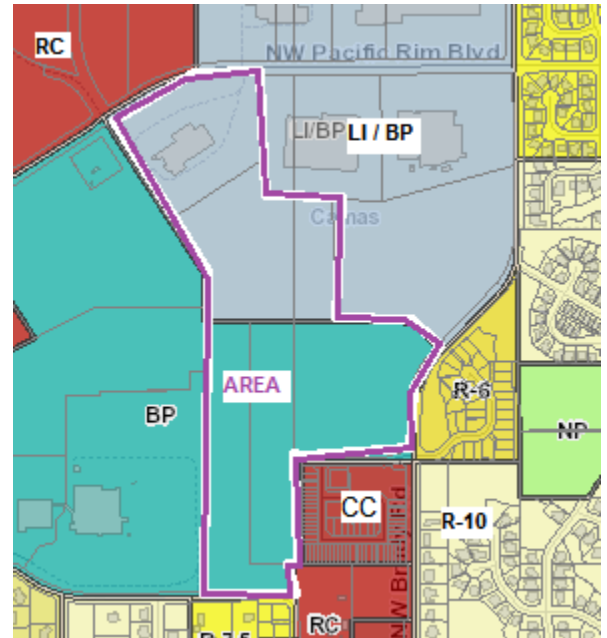
The applicant requests that the properties be designated Commercial with an associated zone of RC. The applicant's submittal included a side-by-side comparison of the allowed uses in the RC, BP and LI/BP zones. The uses allowed in both the RC and BP zone are quite similar in all of the major categories with the exception of two---Industrial and Residential.

In the RC zone industrial uses are not allowed except "optical goods" and "packaging of prepared materials". The city's industrial areas, specifically the BP and LI/BP zones, do not allow residential uses such as apartments and retirement homes. The RC Zone allows for residential uses after approval of a development agreement and other performance stipulations (Refer to Note #10, CMC18.07.030). Note 10 is applicable to both the RC and CC commercial zoning designations. Although not proposed, the MX commercial zone allows most residential uses without a development agreement and allows high-tech uses.

As discussed, the majority of the city's land area is designated as residential land. The city is on track to meet both its employment and residential goals. The uses allowed within the comparison zones are only dissimilar in a very narrow use category. The proposal to develop the sites with office uses is consistent with both industrial and commercial zones. However, approval to convert the land to RC zoning, carries a potential that all other uses within the RC zone be allowed, including conversion to residential use.

Use Authorization Findings: Staff finds that the uses between industrial (BP) and commercial (RC) designations are similar with the exception of residential uses. The conceptual development plans are compatible with BP zoning and development standards.

1- Map of Current Zoning
(Subject area is outlined in purple)



IV. EVALUATION CRITERIA PER CMC§18.51.030 (A - D)

A. Impact upon the city of Camas comprehensive plan and zoning code;

DISCUSSION: The combined 50.73 acres would increase the city's commercial lands 5% while decreasing the city's industrial land by 2%. The subject properties are within an area described as "Grass Valley" in the city's comprehensive plan. The applicant proposed amending the comprehensive plan map designation of the subject properties from Industrial to Commercial. Both designations are considered to be "employment".

The application has not proposed modifications to the zoning code, however if the BP zone allowed for nursing homes/retirement homes, and the RC zone allowed for high-tech uses, then differences in use authorization between the zones would be limited to development of strict residential uses such as apartments.

FINDINGS: The application proposes to modify the city's comprehensive plan map.

B. Impact upon surrounding properties, if applicable;

Discussion: The proposal to utilize the development standards for the RC zone would have the most effect on those properties across NW Brady Road and to the immediate south of the subject properties at Parker Village, given that Sigma Design is already a developed site. Residential developments generally have building setbacks of 20-feet and side yard setbacks. The commercial property to the south of the subject properties is zoned CC, but developed with a high-density residential development.

As discussed, the RC zone does not have minimum setbacks, aside from those required to fulfill landscaping and parking standards. It is not clear in the applicant's submittal how the design of development on the subject properties will be designed compatible with existing surrounding development.

Findings: Staff did not find evidence in the record of efforts to minimize impacts to the surrounding existing developments.

C. Alternatives to the proposed amendment; and

FINDINGS: No alternatives were proposed by the applicant. However, staff suggests that the entirety of the subject properties be zoned BP.

D. Relevant code citations and other adopted documents that may be affected by the proposed change.

DISCUSSION: The proposal for amending the city's comprehensive plan must also include, "[An explanation of why the current comprehensive plan is deficient or should not continue in effect](#)" per CMC§18.51.010-C. The goal for Grass Valley at Section 6.4.3 of Camas 2035, states (in part), "the City has invested in significant improvements in Grass Valley in support of high-tech industrial development, which is still the focus of this area." Further, Economic Development policy ED-3.3, states, "Protect employment land from conversion to residential uses by requiring an analysis of adequate buildable lands in Grass Valley to meet 2-year employment projections prior to land conversion approval."

FINDINGS: Given that the RC zone allows residential development (Note #10), it is not clear how the proposed amendments will "protect employment land from conversion."

V. PUBLIC COMMENT

At the writing of this report, no comments were received on the consolidated amendments.

At the public hearing on October 23, 2018, the applicant spoke on their own behalf. No other public provided testimony.

VI. RECOMMENDATION

City Council's decision on the proposed amendments may include the following actions pursuant to CMC§18.51.050 (B) (1-5):

1. Approve as recommended;
 2. Approve with additional conditions;
 3. Modify, with or without the applicant's concurrence;
 4. Deny (resubmittal is not allowed until the next year for comprehensive plan amendments);
 5. Remand the proposal back to the planning commission for further proceedings.
- Planning Commission unanimously forwarded a recommendation to amend the zoning of 23 acres (three parcels) that are currently zoned LI/BP to BP. Their decision is consistent with Option #3 of CMC§18.51.050(B).
 - The applicant requested to amend the comprehensive plan designation of 50.73 acres of "Industrial" parcels to "Commercial" with an associated zone of RC.

MAP: PROPOSED COMPREHENSIVE PLAN AMENDMENTS

(Proposed amendment area is outlined in purple)

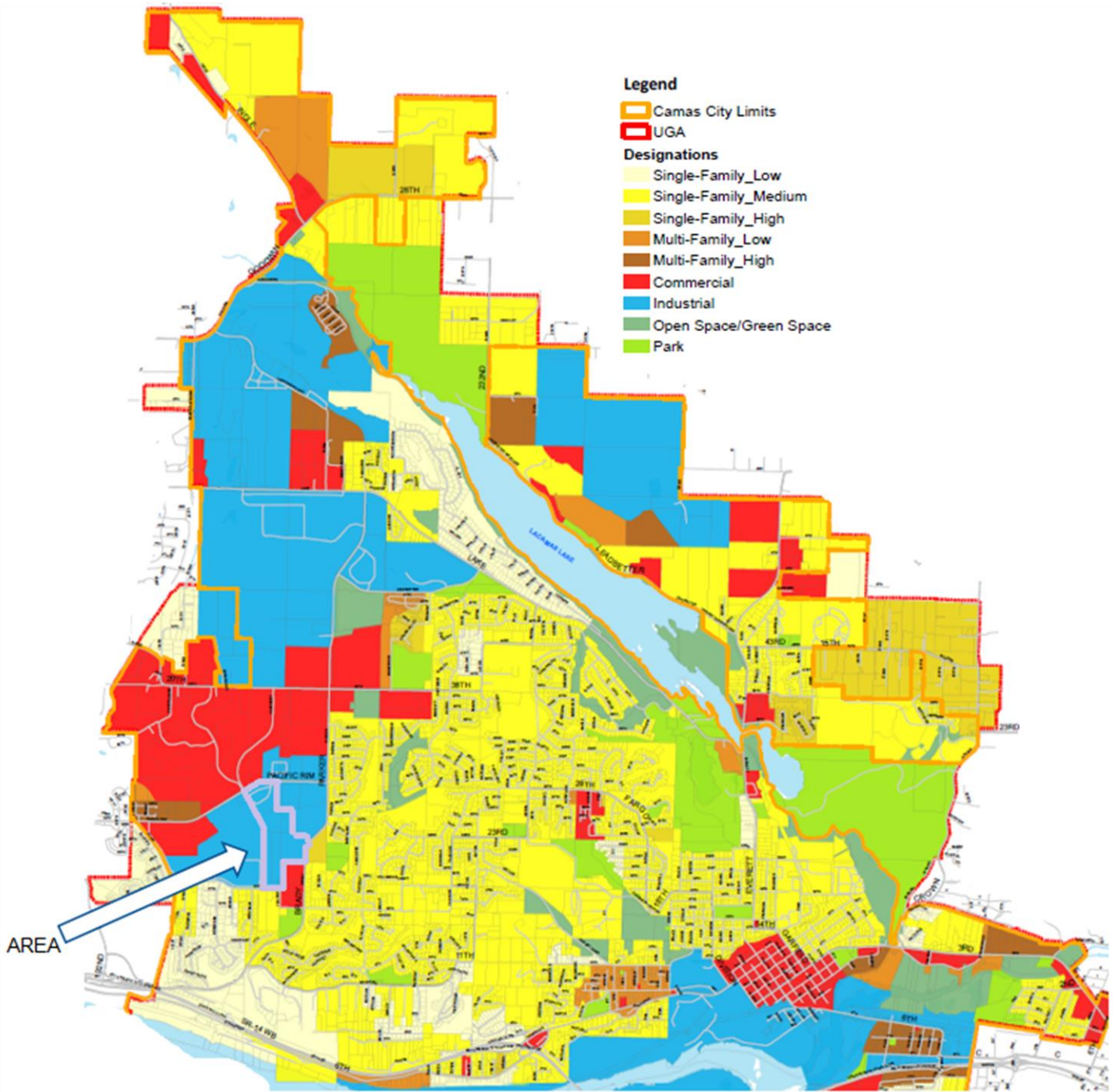


TABLE 1 –2018 COMPREHENSIVE PLAN ACREAGE (APPROX.)

Comprehensive Plan Designations	Current Acres	Proposed Change	Final Acres
Single Family Residential			
· Low Density	871	0	
· Medium Density	3617	0	
· High Density	425	0	
Multi-Family			
· Low Density	279	0	
· High Density	246	0	
Commercial	992	+50.73	1042.73
Industrial	2427	-50.73	2376.27
Park	851	0	
Open Space / Green Space	492	0	
Total acreage:	10,200		

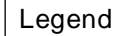
TABLE 2 - DEVELOPMENTS APPROVED **SINCE 2016** TO DATE

The following list includes those developments that have received preliminary approvals, along with those that have been built within this time frame.

Single family preliminary plats :	Lots
Dawson Ridge Subdivision	43
43rd Avenue Subdivision	12
Valley View Subdivision	36
Larkspur Subdivision	10
Kern Short Plat	2
Sundem Short Plat	2
Summit Terrace Subdivision	55
Elm Street Short Plat	4
The Village Phase 2	46
The Parklands Subdivision	42
Total	252

New multi-family developments:	Units
Hetherwood Apartments	150
6th & Birch Mixed Use	30
The Village Phase 1	30
Grass Valley Master Plan - Holland Group	288
Total	498

New Commercial /Industrial developments:
Grains of Wrath - Restaurant
Union Self-Storage
NW 38th Avenue Medical / Dental Building
Lacamas Heights Elementary School
Camas Self-Storage
Discovery High school - Project based school
Grass Valley Master Plan - Holland Group



Urban Reserve

Urban Holding

Railroad Industrial Urban Reserve

Surface Mining

Columbia River Gorge Scenic Area

Rural Center Mixed Use

Urban Reserve - 10 (UR-10)
Urban Reserve - 20 (UR-20)
Urban Holding - 10 (UH-10)
Urban Holding - 20 (UH-20)
Railroad Industrial Urban Reserve
Freight Rail Dependent Use
Railroad Industrial Overlay District
Rural Industrial Land Bank Overlay
Airport Environs Overlay
Surface Mining Overlay District
Rural Center Mixed Use
Existing Historic Resort
Mill Creek Overlay District
Highway 99 Overlay District
Activity Center Overlay
Transitional Area Overlay
Single Family Residential Area Overlay
Mixed Residential Area Overlay
Multifamily Residential Area Overlay
78th Street Property
Columbia River Gorge Scenic Area
Vancouver - Multiple Overlays
Sewer Capacity Overlay
Infill Residential Development Area
Woodburn Hills Subarea

1 - 125198-000 Current: IND - LI/BP
2 - 125627-000 Proposed: COM - RC
~~3 - 125207-000~~
4 - 125185-000
5 - 125193-000 Current: IND - BP
6 - 125623-000 Proposed: COM - RC



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GRASS VALLEY

COMPREHENSIVE PLAN AND ZONE CHANGE

Application Narrative

January 30, 2018, [revised September 15, 2018](#)

This narrative responds to application requirements for a comprehensive plan amendment as stated in **CMC§18.51.010** (A through H).

A. A detailed statement of what is proposed and why;

The applicant proposes changes to the Comprehensive Plan and Zoning designations for ~~seven~~ six parcels comprising ~~7050.73~~ 5070.73 acres. Three parcels are zoned Light Industrial/Business Park (LI/BP) totaling 23.0 acres and the other three are zoned Business Park (BP) accounting for the remaining 27.73 acres. The specific owner, size, and land use designation for each property is, as follows:

Table 1: Existing Parcels

location	parcel acres	owner	existing zoning	existing comp plan
125623-000 4511 NW 18TH AVE	9.37	Daley etal	BP	IND
125193-000 NO SITUS ADDRESS	6.76	Daley etal	BP	IND
125185-000 NO SITUS ADDRESS	11.60	Daley etal	BP	IND
125627-000 NO SITUS ADDRESS	9.26	JR Merit Enterprises LLC	LI/BP	IND
125207-000 NO SITUS ADDRESS	3.74	JR Merit Enterprises LLC	LI/BP	IND
986033-959 NO SITUS ADDRESS	20.00	Sharp Electronics Corp	BP	IND
125198-000 4600 NW PACIFIC RIM BLVD	10.00	NRP LLC [Sigma]	LI/BP	IND
Total	5070.73			

The parcel table above shows the existing zoning and comprehensive plan designations. These include two types of zones (BP and LI/BP) under a Comprehensive Plan designation of "Industrial".

Reasons for request:

The applicants wish to have their property designations changed to "Commercial", with zoning changed to RC (Regional Commercial) to allow more flexibility in lot development configurations and uses and lot configurations. The applicants foresee the potential for the following types of uses that would most likely be developed under this change: expansion of existing Sigma business, development of office or commercial uses on the majority of the Merit property, and development of mixed uses on the Daley et al property. Lot design requirements are shown in Table 1 below, and uses for each zone are shown in Table 2 below.

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- These changes in zoning would bring the subject parcels into the same zone as surrounding parcels, allowing the extension of RC uses along the south side of Fisher campus and toward the east.
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- Lot configuration is more limited under the existing zoning (BP and LI/BP). The parcels that are zoned BP are constrained by the minimum lot area of ½ acre, maximum lot coverage, and the large rear yard setback, and environmental constraints (See Attachment A: Environmental Constraints). The changes would also allow development of a wider range of uses that would provide employment and service opportunities.
- The proposed parcels that are zoned LI/BP are constrained by the minimum lot area of 10 acres, and the large setbacks required for that zone, and the lot coverage allowed. Additionally,
- The parcels in question are hindered in part by steep slopes and wetlands, and would be more likely to be developed under a more flexible zone. A comparison of design standards under each zone is shown in Table 1 below:

Table 1 – Density and dimensions—Commercial and industrial zones (from 18.09.030)

	<u>RC</u>	<u>BP</u>	<u>LI/BP</u> <small>Note 2</small>
<u>Bulk Regulations</u>			
<u>Maximum Density (dwelling units/net acre)</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>
<u>Minimum lot area (square feet)</u>	<u>None</u>	<u>½ acre</u>	<u>10 acres</u>

	<u>RC</u>	<u>BP</u>	<u>LI/BP</u> ^{Note 2}
<u>Minimum lot width (feet)</u>	<u>None</u>	<u>100</u>	<u>Not specified</u>
<u>Minimum lot depth (feet)</u>	<u>None</u>	<u>100</u>	<u>Not specified</u>
<u>Setbacks:</u> <u>Commercial and industrial development setbacks shall be as follows, unless along a flanking street of a corner lot. If along flanking street, then the setback must be treated like a front, and provide safe sight distance.</u>			
<u>Minimum front yard (feet)</u>	<u>Note 4</u>	<u>15</u>	<u>5' per 1 foot of building height (200' minimum)</u>
<u>Minimum side yard (feet)</u>	<u>None</u>	<u>15</u>	<u>100' for building; 25' for parking</u>
<u>Minimum rear yard (feet)</u>	<u>None</u>	<u>50</u>	<u>100' for building; 25' for parking area</u>
<u>Lot Coverage</u>			
<u>Lot coverage (percentage)</u>	<u>None</u>	<u>50%</u>	<u>1 story (30%)</u> <u>2 stories (40%)</u> <u>3 stories (45%)</u>
<u>Building Height</u>			
<u>Maximum building height (feet)</u>	<u>None</u>	<u>None</u>	<u>60</u>

Notes:

1. If along a flanking street of corner lot.
2. The densities and dimensions in the LI/BP zone may be reduced under a planned industrial development. See Chapter 18.21 Light Industrial/Business Park.
3. Maximum setback at front building line is ten feet.
4. Residential dwelling units shall satisfy the front setbacks of CMC Section 18.09.040 Table 2, based on comparable lot size.

- The changes would allow development of a wider range of uses that would provide employment and service opportunities. Although many commercial uses are allowed in

both the BP and RC zones, the ~~constraint~~restrictions on BP lot size limits, setbacks, and lot coverage constrain the possibility of development of the subject lots, or individual pad ownership for smaller companies and start-ups. The change from LI/BP to RC will allow for ~~many~~more commercial uses, as well as more importantly the flexibility in lot configuration. Additionally, RC uses include provision for residential components such as aging-in-place/nursing facilities, or multifamily residences in conjunction with City Council approved mixed use master plans. A comparison of allowed uses under each zone is shown in Table 2 below.

Table 2—Commercial and industrial land uses (from 18.07.030).

KEY: P = Permitted Use

C = Conditional Use

X = Prohibited Use

T = Temporary Use

<u>Zoning Districts</u>	<u>RC</u>	<u>BP</u>	<u>LI/BP</u>
<u>Commercial Uses</u>			
<u>Animal kennel, commercial boarding</u> ⁶	<u>P</u> ¹¹	<u>P</u> ¹¹	<u>X</u>
<u>Animal shelter</u> ⁶	<u>C</u>	<u>C</u>	<u>X</u>
<u>Antique shop</u> ⁶	<u>P</u>	<u>C</u>	<u>X</u>
<u>Appliance sales and service</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Automobile repair (garage)</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Automobile sales, new or used</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Automobile service station</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Automobile wrecking</u> ⁶	<u>X</u>	<u>X</u>	<u>X</u>
<u>Bakery (wholesale)</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Bakery (retail)</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Banks, savings and loan</u>	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Barber and beauty shops</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Boat building</u> ⁶	<u>C</u>	<u>C</u>	<u>X</u>
<u>Boat repair and sales</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Book store</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Bowling alley/billiards</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Building, hardware and garden supply store</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Bus station</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>

<u>Zoning Districts</u>	<u>RC</u>	<u>BP</u>	<u>LI/BP</u>
<u>Cabinet and carpentry shop</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Candy; confectionery store</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Cemetery</u> ⁶	<u>C</u>	<u>X</u>	<u>X</u>
<u>Clothing store</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Coffee shop, cafe</u> ⁶ or kiosk	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Convention center</u> ⁶	<u>C</u>	<u>P</u>	<u>P</u>
<u>Day care center</u> ⁶	<u>C</u>	<u>C</u>	<u>P</u> ⁵
<u>Day care, adult</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Day care, family home</u> ⁶	<u>P</u>	<u>X</u>	<u>P</u> ⁵
<u>Day care, mini-center</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Delicatessen (deli)</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Department store</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Electric vehicle battery charging station and rapid</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Equipment rental</u> ⁶	<u>C</u>	<u>P</u>	<u>P</u> ⁵
<u>Event center</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Feed store</u> ⁶	<u>P</u>	<u>C</u>	<u>X</u>
<u>Fitness center/sports club</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Florist shop</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Food cart/food truck/ food delivery business</u> ⁶	<u>P</u>	<u>P</u>	<u>C</u>
<u>Furniture repair; upholstery</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Furniture store</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Funeral home</u> ⁶	<u>P</u>	<u>X</u>	<u>X</u>
<u>Gas/fuel station</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Gas/fuel station with mini market</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Grocery, large scale</u> ⁶	<u>P</u>	<u>C</u> ⁸	<u>X</u>
<u>Grocery, small scale</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Grocery, neighborhood scale</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Hospital, emergency care</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Hotel, motel</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>

<u>Zoning Districts</u>	<u>RC</u>	<u>BP</u>	<u>LI/BP</u>
<u>Household appliance repair</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Industrial supplies store</u> ⁶	<u>C</u>	<u>C</u>	<u>X</u>
<u>Laundry/dry cleaning (industrial)</u>	<u>P</u>	<u>X</u>	<u>X</u>
<u>Laundry/dry cleaning (retail)</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Laundry (self-serve)</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Liquor store</u> ⁶	<u>P</u>	<u>C</u>	<u>X</u>
<u>Machine shop</u> ⁶	<u>C</u>	<u>C</u>	<u>P</u> ⁵
<u>Marijuana processor</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Marijuana producer</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Marijuana retailer</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Medical or dental clinics (outpatient)</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Mini-storage/vehicular storage</u> ⁶	<u>C</u>	<u>P</u>	<u>X</u>
<u>Manufactured home sales lot</u> ⁶	<u>P</u>	<u>X</u>	<u>X</u>
<u>Newspaper printing plant</u> ⁶	<u>C</u>	<u>X</u>	<u>X</u>
<u>Nursery, plant</u> ⁶	<u>C</u>	<u>C</u>	<u>X</u>
<u>Nursing, rest, convalescent, retirement home</u> ⁶	<u>P</u>	<u>X</u>	<u>X</u>
<u>Office supply store</u> ⁶	<u>P</u>	<u>X</u>	<u>P</u> ⁵
<u>Pawnshop</u> ⁶	<u>X</u>	<u>X</u>	<u>X</u>
<u>Parcel freight depots</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Pet shops</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Pharmacy</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Photographic/electronics store</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Plumbing, or mechanical service</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Printing, binding, blue printing</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Professional office(s)</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u>
<u>Public agency</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u>
<u>Real estate office</u> ⁶	<u>P</u>	<u>P</u>	<u>T</u>
<u>Recycling center</u> ⁶	<u>X</u>	<u>X</u>	<u>X</u>
<u>Recycling collection point</u> ⁶	<u>T or C</u>	<u>C</u>	<u>P</u> ⁵

<u>Zoning Districts</u>	<u>RC</u>	<u>BP</u>	<u>LI/BP</u>
<u>Recycling plant</u> ⁶	<u>X</u>	<u>X</u>	<u>X</u>
<u>Research facility</u> ⁶	<u>C</u>	<u>P</u>	<u>P</u>
<u>Restaurant</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Restaurant, fast food</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Roadside produce stand</u> ⁶	<u>T</u>	<u>X</u>	<u>T</u>
<u>Sand, soil, gravel sales and storage</u> ⁶	<u>X</u>	<u>X</u>	<u>X</u>
<u>Second-hand/consignment store</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Sexually oriented business</u> ^{1,5}	<u>X</u>	<u>X</u>	<u>P</u>
<u>Shoe repair and sales</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Smoke shop/head shop</u> ⁹	<u>P</u>	<u>X</u>	<u>X</u>
<u>Stock broker, brokerage firm</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Specialty goods production (e.g. brew pub)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Taverns</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Theater, except drive-in</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Truck terminals</u> ⁶	<u>C</u>	<u>X</u>	<u>X</u>
<u>Veterinary clinic</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Warehousing, wholesale and trade</u> ⁶	<u>C</u>	<u>P</u>	<u>P</u> ⁵
<u>Warehousing, bulk retail</u> ⁶	<u>C</u>	<u>X</u>	<u>X</u>
<u>Manufacturing and/or processing of the following:</u>			
<u>Cotton, wool, other fibrous material</u>	<u>X</u>	<u>P</u>	<u>X</u>
<u>Food production or treatment</u>	<u>C</u>	<u>P</u>	<u>X</u>
<u>Foundry</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Furniture manufacturing</u>	<u>X</u>	<u>C</u>	<u>X</u>
<u>Gas, all kinds (natural, liquefied)</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Gravel pits/rock quarries</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Hazardous waste treatment—Off-site</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Hazardous waste treatment—On-site</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Junkyard/wrecking yard</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Metal fabrication and assembly</u>	<u>X</u>	<u>C</u>	<u>X</u>

<u>Zoning Districts</u>	<u>RC</u>	<u>BP</u>	<u>LI/BP</u>
<u>Hazardous waste treatment—On-site</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Paper, pulp or related products</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Signs or other advertising structures</u>	<u>C</u>	<u>C</u>	<u>P</u>
<u>Electronic equipment</u>	<u>X</u>	<u>X</u>	<u>P</u>
<u>Industrial Uses</u>			
<u>High-tech industry</u>	<u>X</u>	<u>P</u>	<u>P²</u>
<u>Manufacturing of miscellaneous goods (e.g. musical</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Optical goods</u>	<u>C</u>	<u>P</u>	<u>P⁵</u>
<u>Packaging of prepared materials</u>	<u>P</u>	<u>C</u>	<u>P⁵</u>
<u>Scientific and precision instruments</u>	<u>X</u>	<u>P</u>	<u>P</u>
<u>Recreational, Religious, Cultural Uses</u>			
<u>Auditorium⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Community club⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Church⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Golf course/driving range⁶</u>	<u>P</u>	<u>P</u>	<u>P⁵</u>
<u>Library⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Museum⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Recreational vehicle park⁶</u>	<u>C</u>	<u>X</u>	<u>X</u>
<u>Open space⁶</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Park or playground</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Sports fields⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Trails</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Educational Uses</u>			
<u>College/university⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Elementary school⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Junior or senior high school⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Private, public or parochial school⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Trade, technical or business college⁶</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Residential Uses</u>			

<u>Zoning Districts</u>	<u>RC</u>	<u>BP</u>	<u>LI/BP</u>
<u>Adult family home</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Assisted living</u>	<u>X/P</u> ¹⁰	<u>X</u>	<u>X</u>
<u>Bed and breakfast</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Designated manufactured home</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Duplex or two-family dwelling</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Group home</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Home occupation</u>	<u>X/P</u> ¹⁰	<u>X</u>	<u>X</u>
<u>Housing for the disabled</u>	<u>X/P</u> ¹⁰	<u>X</u>	<u>X</u>
<u>Apartment, multifamily development, row houses</u>	<u>X/P</u> ¹⁰	<u>X</u>	<u>X</u>
<u>Residence accessory to and connected with a</u>	<u>X/P</u> ¹⁰	<u>X</u>	<u>X</u>
<u>Single-family dwelling</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Communication, Utilities and Facilities</u>			
<u>Electrical vehicle infrastructure</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Wireless communications facility</u>	<u>Refer to Chapter 18.35</u>		
<u>Facilities, minor public</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Facility, essential</u> ⁶	<u>C</u>	<u>C</u>	<u>P</u>
<u>Railroad tracks and facilities</u> ⁶	<u>C</u>	<u>X</u>	<u>X</u>
<u>Temporary Uses</u>			
<u>Temporary sales office for a development</u> ⁴	<u>T</u>	<u>T</u>	<u>T</u>

Notes:

1. See CMC Chapter 5.36 Sexually Oriented Businesses for additional regulations for siting sexually oriented business facilities.

2. Similar uses are permitted in the zone district only at the discretion of the community development director or designee.

3. Reserved.

4. See CMC Chapter 18.47 "Temporary Uses" for additional regulations.

5. See secondary use provisions of LI/BP zone.

6. See CMC Chapter 18.19 "Design Review" for additional regulations. CMC Chapter 18.19 is not applicable to development in the LI/BP zone.

7. Residential uses may be outright permitted if part of a mixed use building, where residential use is not located on the ground level; otherwise it shall be a conditional use.

8. If grocery store is less than one hundred thousand square feet then use is outright permitted. If one hundred thousand square feet or over then a conditional use permit is required.

9. A. Must be sited a minimum one thousand feet of the perimeter of the grounds of any elementary or secondary school, playground, recreation center or facility, child care center, public park, public transit center, or library, or game arcade to which is not restricted to persons twenty-one years or older as defined in WAC 314-55-010 on June 20, 2015;

B. The business shall post clear signage in a conspicuous location near each public entrance stating no person under the age of twenty-one may enter the premises; and

C. No smoke shop/head shop subject to this note shall be located within five miles of an existing lawfully established smoke shop/head shop. All measurements under (A) and (C) shall be measured from the nearest property line of the property on which the use is proposed to the nearest property line of an existing business utilizing Clark County GIS.

10. 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-percent of the net developable acreage is committed to commercial uses.

11. Conditional use permit is required if facilities for kennels are proposed outdoors.

~~———The Sharp campus has been broken up into smaller parcels. These parcels located along Pacific Rim Blvd are in a good position to implement uses allowed under an RC zone.~~

The former HSA site is classified as already developed under the County's Vacant Buildable Lands Model (VBLM). However, Sigma Design purchased the property with plans to repurpose the existing building and eventually added additional space. The company desires to add a couple more buildings, but the combination of site constraints and LI/BP setbacks significantly limit this opportunity (See Attachment B: Sigma Design). There is a one-acre area adjacent to the east side of the existing building that could be developed. Due to the setbacks within the LI/BP zone and site constraints, not much more than a 25,000 square foot building could be built (and accommodate necessary parking, landscaping, etc.). Redesignating the site as RC will allow Sigma more flexibility in building location (as well as other associated support elements) and add the second building they desire without impacting current operations. It's estimated that the change to RC would assist the company in adding potentially another 150 workers.

The Merit properties are designated vacant-constrained under the VBLM due to the significant topographic constraints (See Attachment A: Environmental Constraints). The County assumes only half of vacant constrained sites will develop. However, no portion of the site can be developed under LI/BP development standards, as the most promising areas fall within the setback areas (See Attachment B: Merit Properties). Approving a change to RC would make it feasible to develop the majority of the site as a small office park. A conceptual site design has been completed to illustrate placement of buildings, parking, and landscaping (See Attachment C: Merit Phase 1 Conceptual Site Plan). The conceptual Phase 1 plan contains three buildings totaling 64,000 square feet of office space. This should produce an estimated 190+ workers. Phase 2 of the site will require further examination to determine types of structures that could be built, which may include additional office or residential (if part of a City Council approved

Master Plan). Therefore, if Phase 2 area were developed, it would produce up to either 100 additional jobs or between 40 and 90 housing units depending on density and net developable area.

All three Daley et al properties are currently deemed vacant-constrained under the VBLM due to both topographic and potential wetland constraints (See Attachment A: Environmental Constraints). Again, The County assumes only half of vacant constrained sites will develop. Furthermore, the City is in the process of buying four acres adjacent to Parker's Village townhomes for a future water reservoir that also include the City building a half street extension of NW 20th Avenue and a half street north/south road (See Attachment B: Daley Et Al Properties). The remaining 23.73 acres would assume to provide up to 110 jobs under current BP zoning. Classifying the properties as RC would give greater flexibility in setbacks and lot coverage that would increase the likelihood of the sites developing either as all commercial or under a City Council Approved Master Plan. Developing as all commercial could provide as much as 240 jobs. Under a City Council approved Master Plan up to 160 jobs and between 30-75 housing units could be developed. Note: further site analysis under a development application would produce more definitive estimates. Under any circumstance, RC should produce a high number of jobs than the current BP zone.

B. A statement of the anticipated impacts of the change, including the geographic area affected, and issues presented by the -proposed change;

The proposed comprehensive plan and zone changes

- will change the character of the BPL and LI/BP zoned areas by allowing smaller developments with more diverse uses. In particular, the Merit parcels are not well served by their current zoning which that requires 100' side/rear and 200' front yard setbacks and are not currently located on a road frontage.
- will remove the 'campus' element from the Merit and Sigma parcels.
- Will allow Sigma Design to expand business operations locally.
- will allow extension of RC uses further east along the south side of Pacific Rim Blvd on the Sharp parcel.
- will make development easier for the ill-proportioned and constrained Daley (as well as Merit) parcels.

The geographic area affected is the portion of Grass Valley south of Pacific Rim and east of the new high school campus on the Sharp property.

Issues presented by the proposed change include:

- Access needs may be altered if the uses are changed to those requiring more access for the public. Establishing a road network that creates north/south traffic circulation from NW 18th through the Daley et al and Merit properties, including intersection at NW 18th Ave. The extension of NW 20th Avenue will help distribute traffic in the area.

- All infrastructure demands can be addressed at time of specific development applications. The reuse of the former HSA property from industrial to research and development office has already decreased the current demand for water, sewer, and other utilities.

C. *An explanation of why the current comprehensive plan is deficient or should not continue in effect;*

The current comprehensive plan has large areas of Commercial/RC property north of Pacific Rim Blvd, at the southeast corner of Payne Rd and Pacific Rim Blvd, and to the east and south of the Daley et al properties along Brady Rd and 16th. Currently, it is evident that the large swath of Commercial/RC located between NW 38th Avenue and Pacific Rim Blvd will be taken up by offices and residences, with the remainder being constrained by wetlands. The market continues to demand mixed-use, in particular for professional office. Given the continued expansion of Fisher, relocation of Holland Development Group corporate headquarters, and other employers, major retail developers are beginning to demonstrate interest in West Camas. This is driving market demand for additional Regional Commercial property in an area that has few developable sites remaining. ~~While these uses provide employment and residential opportunities, there is little of this RC area being used for "increasing retail and personal services in support of residential, industrial, and professional business growth."~~

The current comprehensive plan ~~also provides an Industrial area of LI and an area of LI/BP in the Grass Valley area. The Industrial/Industrial/BP zoned designated areas~~ south of Pacific Rim Blvd ~~now consists of including~~ the new high school campus, ~~the remaining one of the~~ Sharp parcels, and the subject Daley, Merit and Sigma parcels.

~~The remaining Sharp parcel is adjacent to an RC-zoned parcel, and across the street from an RC-zoned parcel. Changing the subject Sharp parcel zone Industrial-designated parcels to Commercial would allow development of a wider range of support services than those allowed in BP, and that~~ could supply support or complementary uses for the growing office, high tech and residential uses to the north and east in the Grass Valley/West Prune Hill area.

The Daley parcels are currently Industrial/BP parcels, adjacent to an RC-zoned parcel and constrained by slopes and wetlands. Allowing them to be rezoned to a Commercial/RC zone would increase the likelihood of their development and produce a significant greater number of jobs than would occur under their current land use classification.

The Merit parcels are currently Industrial/LIBP parcels, and are adjacent to the Daley, ~~Sharp~~ and Sigma parcels. The Merit parcels are the remainder properties after a lot sale to Sigma, and do not have frontage on a road, but do have easements to the east across property owned by

Analog Devices (formerly known as Linear Technology) and to the north on property owned by Sigma Design. It is unlikely that the Merit parcels will develop as an LI/BP campus given their location, restrictive development standards, and topographic constraints. Changing their designation to Commercial would allow them to be developed without the expectations and constraints of a centrally focused large box campus ~~in under an the~~ LI/BP zone.

The Sigma parcel is an Industrial/LIBP parcel and is currently developed. Redesignation to Commercial would allow the owners more flexibility ~~in for the future~~ expansion ~~or redevelopment~~ of their site.

Section 6.4.1 Citywide Economic Development *Citywide Economic Development Goal*

ED-1: Maintain a diverse range of employment opportunities to support all residents and provide a setting and quality of life that attract and retain businesses.

RESPONSE: Redesignation of the identified parcels to Commercial would allow development of more diverse employment and support facilities by increasing the types of businesses allowed uses on the current LI/BP – zoned parcels, and decreasing lot size, lot coverage, and setback requirements on both of the BP and LI/BP – zoned parcels. Changing the designation to RC will allow the properties to overcome their site challenges.

Citywide Economic Development Policies

ED-1.1: Ensure that tools are in place to attract healthcare and high-tech, sustainable, and innovative industries to expand and to provide stable employment.

RESPONSE: Redesignation of the identified parcels to Commercial/RC would allow development of more diverse employment and support facilities. The smaller parcels allowed in RC (versus ½ acre in BP or 10 acres in LIBP) would allow more room for incubator companies and smaller commercial retail and office businesses and offices that could be owned by small businessesproprietors. These opportunities would support and complement the large office, high-tech and residential uses already located in the area, and widen the spectrum of employment opportunities. In terms of Sigma Design, it would allow this high-tech, research & development, innovative company to continue to expand within Camas.

ED-1.2: Encourage apprenticeships, internships, and on-the-job training in all industry sectors.

RESPONSE: Providing more opportunity for diverse employment would also expand opportunities for apprenticeships, internships and on-the-job training.

ED-1.3: Encourage appropriate reuse and redevelopment of older and deteriorating commercial areas and industrial brownfield sites.

RESPONSE: Redesignation to Commercial would allow the subject properties to expand ~~RC~~the types and sizes of commercial uses along the Pacific Rim corridor. This would create a more lively corridor providing jobs, retail and other uses closer to the large employers and ~~large~~-residential neighborhoods of west Camas. Additionally, Sigma Design has adaptively reused the former HSA industrial facility. Redesignating to commercial would allow for continued site redevelopment.

ED-1.4: Foster and expand year-round recreational services, lodging, dining, and retail options that will capture tourism and benefit residents and employers.

RESPONSE: Redesignation to Commercial would allow the subject properties to expand ~~RC~~the types and sizes of commercial uses along the Pacific Rim corridor. These uses could also provide services that could benefit tourists, ~~and would definitely as well as~~ benefit employers and residents in the area. Furthermore, continued employment growth in the area will create additional demand for lodging. Employment growth within West Camas and Columbia Tech Center has led to five new lodging facilities over the last five years. Development fees will generate general fund dollars that could be used toward developing Ash Creek Park, property owned by the City and identified on the City's Park Plan. Over the last two years the ending fund balance has grown by \$2.4 million and is projected to grow by another \$1.8 million in 2018.

ED-1.5: Ensure adequate infrastructure is planned or in place to nurture and incubate new businesses.

RESPONSE: The proposed redesignation would create areas ~~potentially~~ more attractive to incubator businesses by removing large minimum lot size requirements. The applicant has studied the Capital Facilities plans for the City, and with the implementation of a new water reservoir, will have access to adequate infrastructure for development on these parcels. Furthermore, the former HSA facility consumed a significant amount of utilities. That has substantially reduced under Sigma Design ownership.

As noted earlier, the RC designation will allow the properties to develop, offering smaller entrepreneurial spaces.

ED-1.6: Remain active in regional recruitment organizations to ensure the availability

of an adequate supply of commercial and industrial employment land to support the City's economic development goals.

RESPONSE: The Comprehensive Plan Amendment and associated zone change would provide the local economic development association (CWEDA) and regional economic development council (CREDC) an expanded array of potential development sites for prospective businesses. Both agencies work in concert with one another to promote business recruitment, as they have membership and board representation within each organization.

ED-1.7: Support retention, expansion, and recruitment of local businesses with a commitment to the community.

RESPONSE: The smaller parcels allowed in RC (versus ½ acre in BP or 10 acres in LIBP) would allow more room flexibility for incubator or startup companies and smaller offices that could be owned by small businesses who wish to move from lease to ownership within Camas. Also, Camas has a fairly significant worker base that reports to a company companies outside of the community as well as the region. The potential for co-work space would allow these workers to have offices within Camas instead of in other nearby communities.

ED-1.8: Ensure that development standards are balanced in order to promote high-quality building and site design and encourage businesses to operate in an environmentally responsible manner.

RESPONSE: All new development on the subject parcels would be required to meet development standards as well as design review requirements for commercial buildings. Furthermore, the RC development standards will allow placement of buildings in areas that can be developed.

ED-1.9: Encourage businesses to reduce travel times and trips through implementation of a trip reduction program, which includes incentives for carpooling, transit ridership, and other options beyond single-occupancy vehicles.

RESPONSE: Development of Commercial/RC uses on the subject parcels would contribute to a reduction in trips if the uses can be complementary to the main uses traveling that exist in the corridor (large office, high tech and residential). Increasing the diversity and number of uses within the corridor will capture pass-by trips, and incentivize the provision of transit services, and the use of carpooling options and other alternative means of transportation. Furthermore, the potential for co-work space would allow commuter workers to have offices within Camas instead of in other having to travel to nearby communities.

ED-1.10: Encourage complementary businesses throughout the City to support industry clusters and leverage resources.

RESPONSE: Development of Commercial/RC uses on the subject parcels would contribute to an increase in complementary uses in the Pacific Rim corridor, which is currently used mainly to access large office, high-tech and residential uses.

Section 6.4.3 Grass Valley Grass Valley Economic Development Goal

ED 3: Promote a cooperative industrial business park in which businesses and the City share resources efficiently to achieve sustainable development, with the intention of increasing economic gains and improving environmental quality.

RESPONSE: Development of Commercial/RC uses on the subject parcels would contribute to an increase in diversity of uses in the Pacific Rim corridor, and a decrease in traffic trip generation due to capture by complementary uses of pass-by trips. Existing infrastructure would be used more efficiently due to complementary development of properties. Complementary uses would be located more closely to one another, thereby contributing to sustainability by reducing trip generation and reducing the walking-travel distance between complementary uses.

Grass Valley Economic Development Policies

ED-3.1: Promote the development of a subarea plan that will capitalize on the creation and retention of industries that provide family-wage jobs.

RESPONSE: Development of Commercial/RC uses on the subject parcels would contribute to an increase in diversity of uses in the Pacific Rim corridor. Creating a more vibrant and diverse mix of uses close to existing large employers would increase retention of those existing companies. Also, creating incubator space or smaller, more diverse ownership opportunities will help to retain existing businesses, and attract new employers to the area.

ED-3.2: Subarea planning should capitalize on existing facilities and infrastructure and include a mix of uses that are trail- and transit-oriented and designed with high-quality streetscape appeal.

RESPONSE: The Grass Valley area has two recent east-west road connections, and one future north-south improvement (Brady/Parker) that provide enhanced infrastructure for development of a wide range of uses. Increasing the diversity of uses by providing complementary commercial/RC uses on the subject properties will increase the walkability in the area, thus promoting trail orientation. High quality streetscape appeal

will be achieved through design standards implemented through the site plan and design review processes for specific project based application(s).

ED-3.3: Protect employment land from conversion to residential uses by requiring an analysis of adequate buildable lands in Grass Valley to meet 20-year employment projections prior to land conversion approval.

RESPONSE: The applicant is proposing to convert Industrial land to Commercial land. The applicant is providing an analysis of buildable lands with this application to discuss the preservation of jobs. See attached summary economic analysis.

D. A statement of how the proposed amendment complies with and promotes the goals and specific requirements of the growth management act;

RESPONSE: The proposed comprehensive plan designation promotes the applicable goals and requirements of the Growth Management Act in the following ways:

- Urban growth: The designation will allow commercial development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- Reduce sprawl: The proposed conversion from Industrial to Commercial ~~isn~~ not an inappropriate conversion and will not result in sprawling, low-density development. In fact, the proposed conversion would retain workers and residents within the community instead of them seeking support services elsewhere.
- Transportation: The proposed designation of Commercial will increase the efficiency of multimodal transportation systems by increasing the availability of employment opportunities and services for nearby businesses and residences.
- Economic development: The proposed designation of Commercial will provide the opportunity for development of smaller employers, retail services, and other services complementary to the existing uses in the area, thereby increasing expansion of new businesses and retention of existing businesses. The commercial designation will ensure the subject properties can develop and assist the City in reaching its job goals.

E. A statement of what changes, if any, would be required in functional plans (i.e., the city's water, sewer, stormwater or shoreline plans) if the proposed amendment is adopted;

RESPONSE: The proposed zone change will change the projected sewer and water flows attributed to the site from Industrial to Commercial rates, which tend to translate into lower consumption. Specific changes would be identified at time of specific project-based application(s).

F. A statement of what capital improvements, if any, would be needed to support the proposed change which will affect the capital facilities plans of the city;

RESPONSE: The applicant has studied the following plans:

- Six Year Street Plan 2018-2023- There are no future roads anticipated by the Six Year Street Plan.
- 2014 PROS Plan: there is a trail proposed to run north-south on the subject property.
- Camas School District Capital Facilities Plan 2015-2021: The subject property is located in the Camas School District. There are no school facilities proposed on the subject property in the Camas School District plan.
- 2013 Camas Stormwater Drainage Plan: there is a capital project proposed on Pacific Rim Blvd near the Sharp property to alleviate stormwater flooding. The developer will be expected to contribute toward this capital project at the time of proposed development.
- 2010 General Sewer Plan Amendment: there are no known projects in the Capital Facilities plan for sewer improvements in the site area.
- 2010 Water System Plan: this plan does not show any proposed capital improvements on the property; however recent water plan developments include the potential for location of a water tower on or near the Daley property.
- No additional capital facilities are anticipated beyond what the City is already planning for under their 20 year Comprehensive Plan.

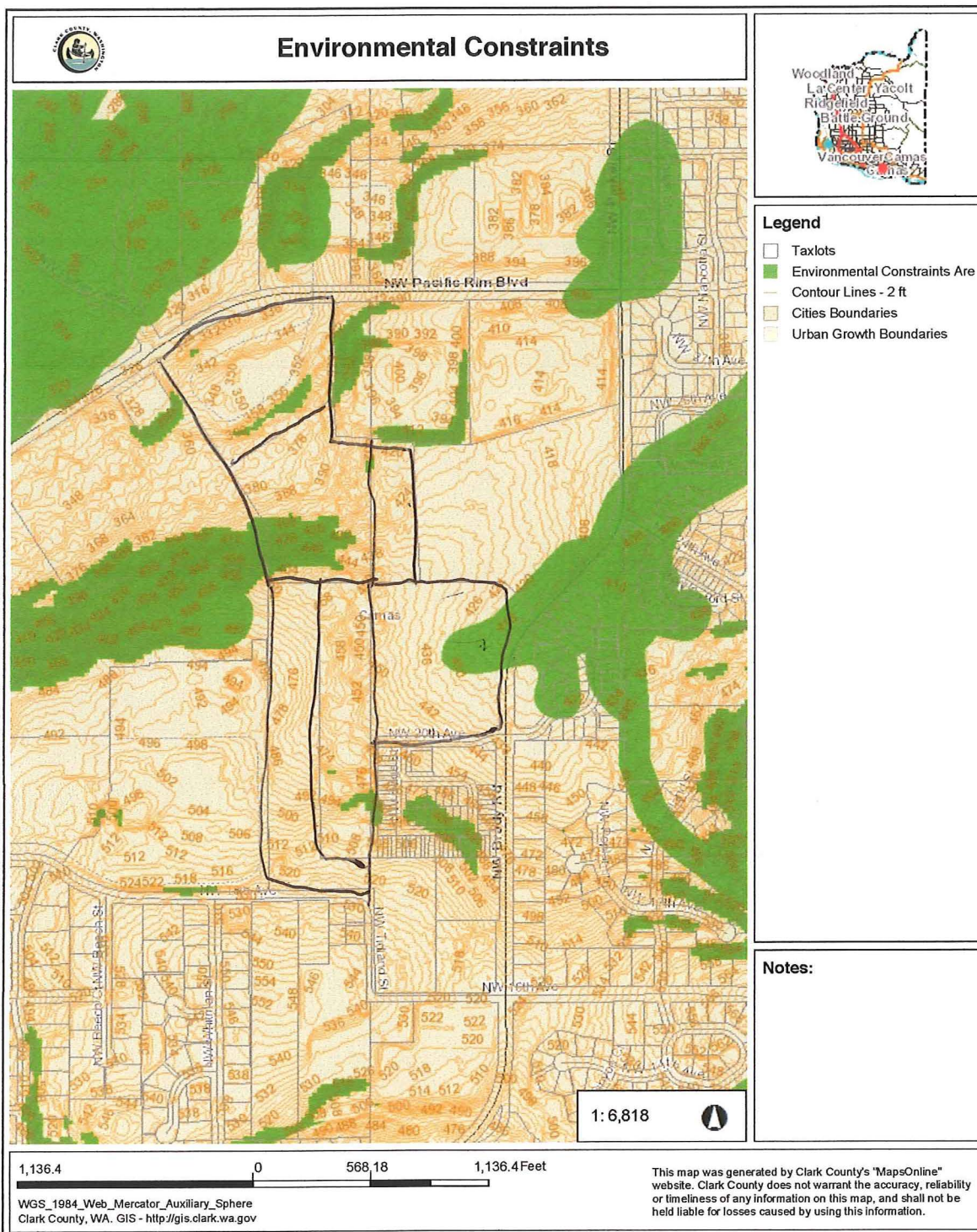
G. A statement of what other changes, if any, are required in other city or county codes, plans, or regulations to implement the proposed change; and

RESPONSE: No known changes to city or county codes, plans or regulations will be required as a result of changing the comprehensive plan designation from Industrial to Commercial.

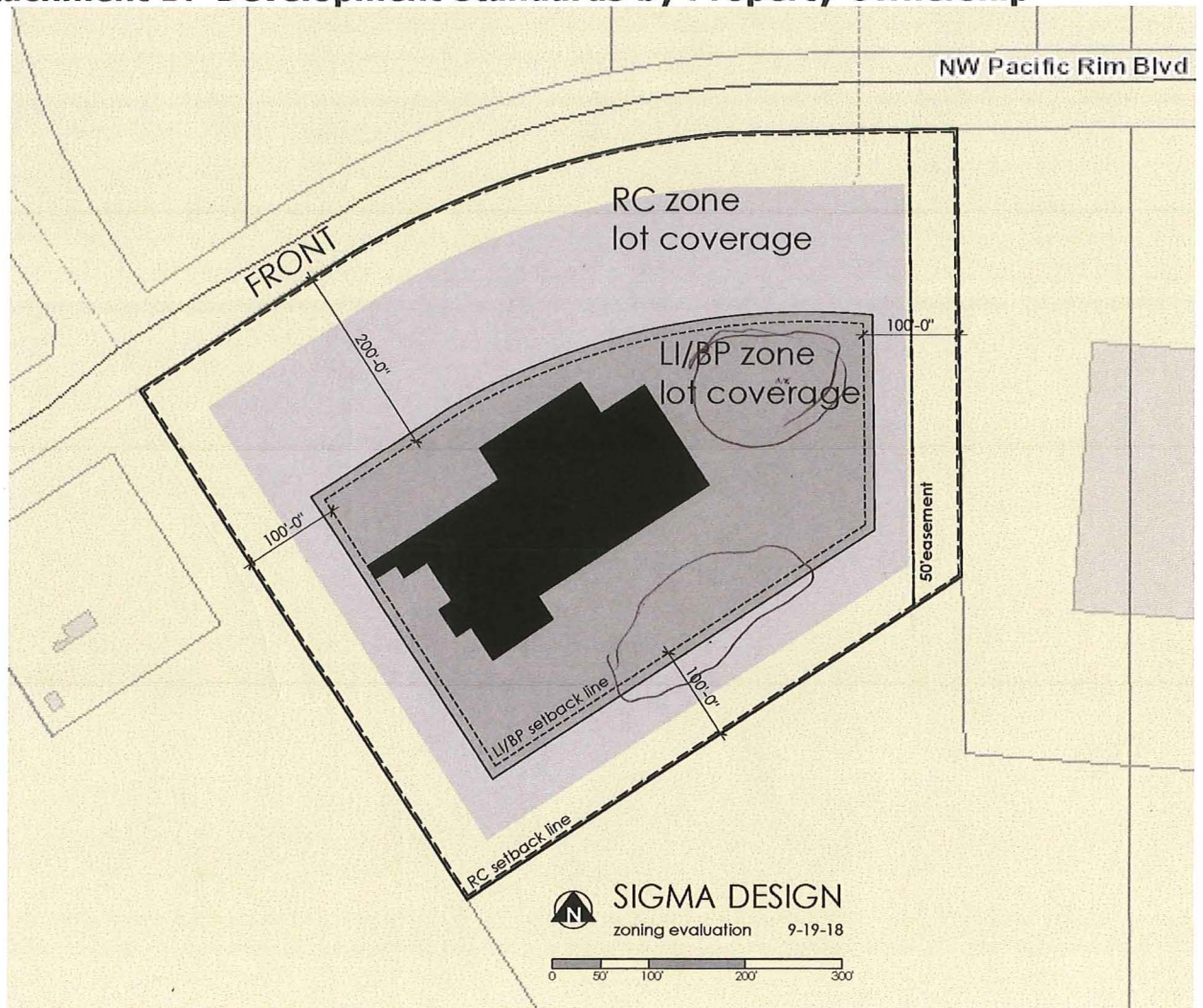
H. The application shall include an environmental checklist in accordance with the State Environment Policy Act (SEPA).

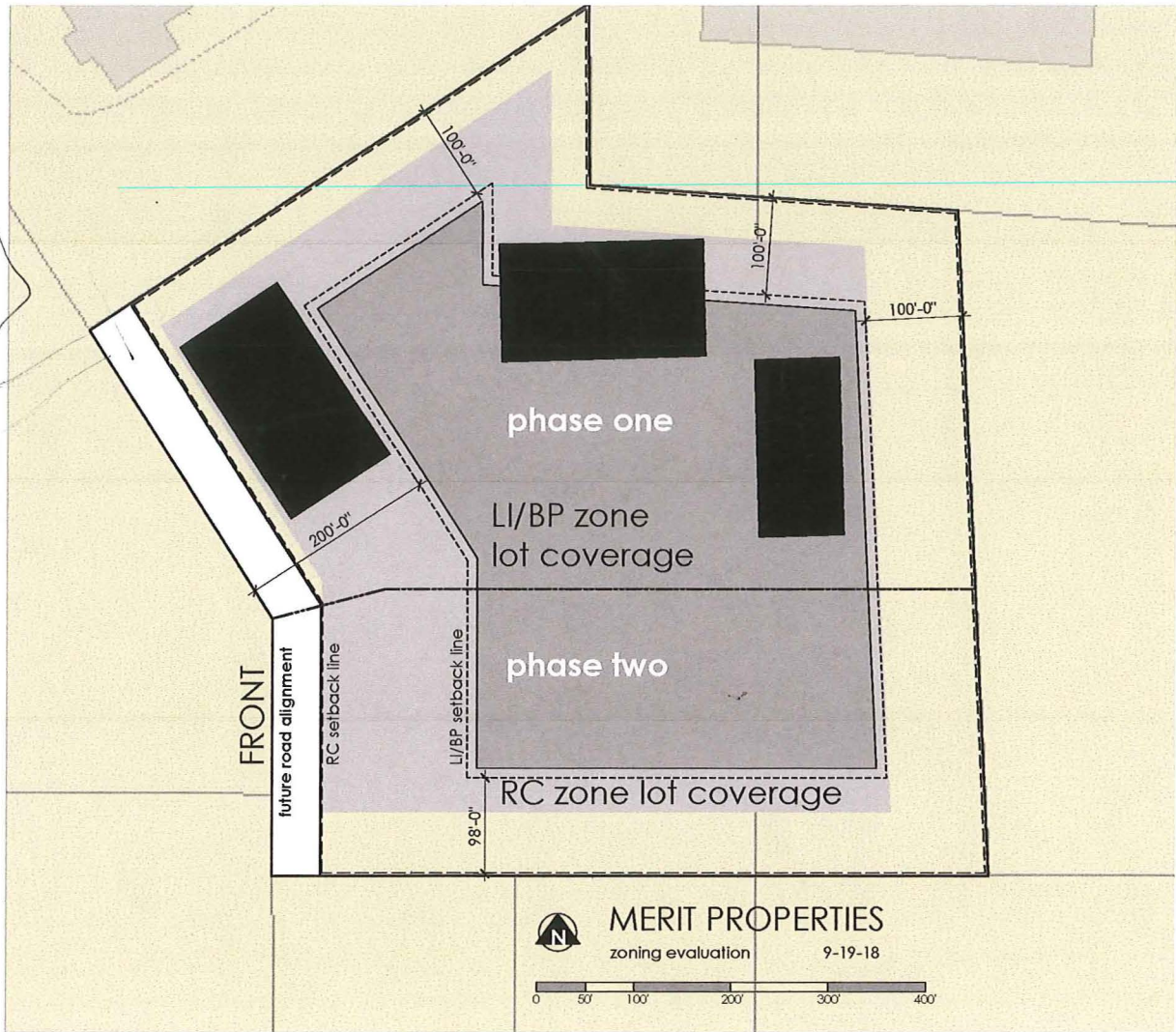
RESPONSE: SEPA Checklist is attached.

Attachment A: Environmental Constraints



Attachment B: Development Standards by Property Ownership





Attachment C: Merit Phase 1 Conceptual Site Plan

PROJECT INFORMATION

zoning information:

ZONE: LI/BP
Light Industrial / Business Park

SITE: 13 acres

MASTER PLAN

- 3 office buildings - 64,000 sf total

PARKING

Office PKG REQ'D:
1/250sf = 256 parking spaces

Office PKG provided = 270 parking spaces

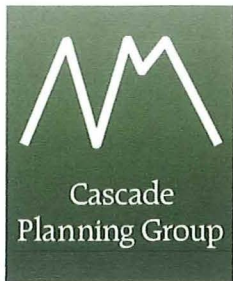


Merit Office Park - site plan

SCALE: 1" = 50'-0"



CONCEPT : I
PROJECT : MER
DATE : 05/31/18



Cascade Planning Group
Land Use • Economics • Development

P.O. Box 372
Camas, Washington 98607
(360) 607-9816
pdennis@cascadeplanninggroup.com

Attachment D: Jobs Analysis

MEMORANDUM

To: Grass Valley Rezone
c/o Torvale, LLC

From: Paul Dennis, AICP, President

Subject: Updated Jobs Analysis of Commercial Rezone of Properties South of Pacific Rim Blvd
(Camas, WA)

Date: January 30, 2018 **(Revised 9/17/2018)**

Cascade Planning Group analyzed the job creation opportunities of the ~~seven-six~~ subject properties being considered for reclassification from industrial to commercial. The ~~seven-six~~ properties comprise ~~7050.73~~ acres. This analysis has been updated due to more in-depth site analysis, City engaged in acquiring 4.0 acres along NW 18th Ave, and removal of Sharp property from application.

Figure 1. Subject Properties South of Pacific Rim Blvd

Tax Lot	Owner	Current Zoning	Site Size (acres)
125623000	Daley Dennis W/ ETAL	BP	9.37
125193000	Daley Dennis W/ ETAL	BP	6.76
125185000	Daley Dennis W/ ETAL	BP	11.60
986033959	Sharp Electronics Corporation	BP	20.00
125627000	JR Merit Enterprises LLC	LI/BP	9.26
125207000	JR Merit Enterprises LLC	LI/BP	3.74
125198000	NRP LLC (a.k.a. Sigma Design)	LI/BP	10.00
All Sites			7050.73

Source: Clark County GIS.

Land Use Effect. All but one property is currently vacant; the 10-acre NRP property has the former HSA Building that now houses Sigma Design. Sigma is considering expanding on their Camas site but is significantly limited with their current LI/BP zone designation. Changing the zone designation to RC would provide more flexible development standards that would allow them to recapture at least 20% of their site (or 2 acres). The ~~six-five~~ vacant properties (totaling 40.73 acres) do have environmental challenges that make them difficult to develop as industrial. For example, Parcel 125185000 is believed (although not formally delineated) to be almost entirely significantly consumed impacted by wetlands due to water run-off from neighboring properties. Furthermore, all ~~of the six-five~~ vacant parcels have slopes that make them difficult to develop as industrial. Based upon informal analysis, ~~18.60~~ at least 11.87 acres are believed to be encumbered with critical areas; this does not include additional potential setbacks or buffers that would be required from a particular critical area. About 6.18 acres ~~25%~~ of the

Requirement	RC	BP	LI/BP ¹
Lot Coverage & Building Height:			
Lot coverage (percentage)	None	50%	1 story (30%) 2 stories (40%) 3 stories (45%)
Maximum building height (feet)	None	None	60

Note: 1) The densities and dimensions in the LI/BP zone may be reduced under a planned industrial development. See Chapter 18.21 Light Industrial/Business Park.

2) Residential dwelling units shall satisfy the front setbacks of CMC Section 18.09.040 Table 2.

Source: City of Camas Municipal Code 18.09.030.

Commercial development tends to produce higher employment densities (i.e. jobs per acre) than industrial. Consistent with countywide planning targets, the city of Camas has assumed industrial properties will develop at an average of 9 jobs per acre and commercial at 20 jobs per acre. In macro terms, these subject properties would potentially produce ~~284~~186 jobs under industrial zoning, assuming Merit properties could mass grade and build significant retaining walls to create a buildable area. If the properties developed entirely as commercial the potential added jobs would increase to ~~632~~414. It's worth noting that the area is large enough to develop as mixed-use; however, at least 51% would be required to develop as an employment use. This would produce a potential ~~322~~211 added jobs, assuming Comp Plan targets/assumptions. Under either of these commercial scenarios, rezoning the property to Regional Commercial (RC) would create a greater opportunity for job creation than the existing industrial zone. For additional consideration, CPG has discussed development preferences with each ownership group. These development preferences (in some cases conceptual site plans) could lead to 500 added jobs and between 70 and 160 housing units.

Figure 4. Potential Job Creation Under Current vs. Proposed Zoning

Calculation	<u>Comp Plan Assumptions</u>			<u>Property</u>
	<u>Industrial</u>	<u>Commercial</u>	<u>Mixed-Use</u>	<u>Analysis</u>
Net Vacant Acres <u>Developable Area</u>	31.60 <u>20.68</u>	31.60 <u>20.68</u>	31.60 <u>20.68</u>	<u>20.68</u>
Percent Developed as Jobs	100%	100%	51%	
Jobs per Acre	9	20	20	
Potential Added Jobs	284 <u>186</u>	632 <u>414</u>	322 <u>211</u>	<u>500</u>

Source: Cascade Planning Group utilizing information from Camas' Comprehensive Plan and information presented in earlier sections of this memo.



Cascade Planning Group

Land Use • Economics • Development

P.O. Box 372
Camas, Washington 98607

Attachment D: Jobs Analysis

MEMORANDUM

To: Grass Valley Rezone
c/o Torvale, LLC

From: Paul Dennis, AICP, President

Subject: Updated Jobs Analysis of Commercial Rezone of Properties South of Pacific Rim Blvd
(Camas, WA)

Date: January 30, 2018 **(Revised 9/17/2018)**

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125193000	Daley Dennis W/ ETAL	BP	6.76
125185000	Daley Dennis W/ ETAL	BP	11.60
986033959	Sharp Electronics Corporation	BP	20.00
125627000	JR Merit Enterprises LLC	LI/BP	9.26
125207000	JR Merit Enterprises LLC	LI/BP	3.74
125198000	NRP LLC (a.k.a. Sigma Design)	LI/BP	10.00
All Sites			7050.73

Source: Clark County GIS.

Land Use Effect. All but one property is currently vacant; the 10-acre NRP property has the former HSA Building that now houses Sigma Design. Sigma is considering expanding on their Camas site but is significantly limited with their current LI/BP zone designation. Changing the zone designation to RC would provide more flexible development standards that would allow them to recapture at least 20% of their site (or 2 acres). The ~~six-five~~ vacant properties (totaling 40.73 acres) do have environmental challenges that make them difficult to develop as industrial. For example, Parcel 125185000 is believed (although not formally delineated) to be almost entirely significantly consumed impacted by wetlands due to water run-off from neighboring properties. Furthermore, all ~~of the six-five~~ vacant parcels have slopes that make them difficult to develop as industrial. Based upon informal analysis, ~~18.60~~ at least 11.87 acres are believed to be encumbered with critical areas; this does not include additional potential setbacks or buffers that would be required from a particular critical area. About 6.18 acres ~~25%~~ of the

developable area will be required for infrastructure to service development on these sites, plus another four (4) acres for the City's water reservoir. This leaves nearly 32-20.68 acres (or 45.48%) of net developable area.

Figure 2. Net Developable Acres of Subject Properties

Subject Properties	Acres
Gross Vacant Area Acres for Development	60.73 <u>42.73</u>
Known Potential Critical Areas	18.69 <u>11.87</u>
Gross Buildable Gross Acres <u>Area</u>	42.43 <u>30.86</u>
Infrastructure Deduct (25%)	10.53 <u>10.18</u>
Net Vacant Acres <u>Area</u> for Development	31.69 <u>20.68</u>

Source: Cascade Planning Group utilizing Clark County GIS and proprietary information from property owners.

Job Target Effect. Reclassifying the properties from industrial to commercial would only reduce the amount of industrial acreage by 2.92.1% but increase commercial acreage inside the city of Camas by 7.45.1%. According to the city of Camas' 2035 Comprehensive Plan The City is planning for an added 11,182 jobs over the next 20 years. To accommodate planned industrial development, the city only needs 493 of its 660 acres reserved for future industrial development. Therefore, rezoning the approximate 74-41 gross developable acres of industrial property to commercial will still leave enough developable industrial land ($660 - 74-41 = 589.619$) to meet the City's 20-year industrial job growth targets.

Rezoning to commercial will increase the amount of employment capable of occurring on these properties. This will occur for two reasons. Rezoning specifically to Regional Commercial (RC) will increase the development envelope as RC has more flexibility in regards to density and dimensions. The RC zone has nearly no restrictions as compared to either industrial zone. LI/BP is the most restrictive zone in regards to its base density and dimensions. For example, Parcels 125627000 and 125207000 (JR Merit properties) individually do not meet the minimum size requirements to develop as LI/BP. Furthermore, with the minimum setback, neither parcel can meet the minimum dimensions required. Add in the topography challenges and essentially these two parcels are undevelopable under current zoning.

Figure 3. Density and Dimensions for Proposed RC Zone vs. Current Zoning

Requirement	RC	BP	LI/BP ¹
Bulk Regulations:			
Minimum lot area (square feet)	None	1/2 acre	10 acres
Minimum lot width (feet)	None	100	Not specified
Minimum lot depth (feet)	None	100	Not specified
Setbacks:			
Minimum front yard (feet)	Note 2	15	5' per 1' of building height (200' min)
Minimum side yard (feet)	None	15	100' for building; 25' for parking
Minimum rear yard (feet)	None	50	100' for building; 25' for parking area

Requirement	RC	BP	LI/BP ¹
Lot Coverage & Building Height:			
Lot coverage (percentage)	None	50%	1 story (30%) 2 stories (40%) 3 stories (45%)
Maximum building height (feet)	None	None	60

Note: 1) The densities and dimensions in the LI/BP zone may be reduced under a planned industrial development. See Chapter 18.21 Light Industrial/Business Park.

2) Residential dwelling units shall satisfy the front setbacks of CMC Section 18.09.040 Table 2.

Source: City of Camas Municipal Code 18.09.030.

Commercial development tends to produce higher employment densities (i.e. jobs per acre) than industrial. Consistent with countywide planning targets, the city of Camas has assumed industrial properties will develop at an average of 9 jobs per acre and commercial at 20 jobs per acre. In macro terms, these subject properties would potentially produce 284-186 jobs under industrial zoning, assuming Merit properties could mass grade and build significant retaining walls to create a buildable area. If the properties developed entirely as commercial the potential added jobs would increase to 632-414. It's worth noting that the area is large enough to develop as mixed-use; however, at least 51% would be required to develop as an employment use. This would produce a potential 322-211 added jobs, assuming Comp Plan targets/assumptions. Under either of these commercial scenarios, rezoning the property to Regional Commercial (RC) would create a greater opportunity for job creation than the existing industrial zone. For additional consideration, CPG has discussed development preferences with each ownership group. These development preferences (in some cases conceptual site plans) could lead to 500 added jobs and between 70 and 160 housing units.

Figure 4. Potential Job Creation Under Current vs. Proposed Zoning

Calculation	<u>Comp Plan Assumptions</u>			<u>Property</u>
	<u>Industrial</u>	<u>Commercial</u>	<u>Mixed-Use</u>	<u>Analysis</u>
Net Vacant Acres <u>Developable Area</u>	31.60 <u>20.68</u>	31.60 <u>20.68</u>	31.60 <u>20.68</u>	<u>20.68</u>
Percent Developed as Jobs	100%	100%	51%	
Jobs per Acre	9	20	20	
Potential Added Jobs	<u>284-186</u>	<u>632-414</u>	<u>322-211</u>	<u>500</u>

Source: Cascade Planning Group utilizing information from Camas' Comprehensive Plan and information presented in earlier sections of this memo.



Paul Dennis, Torvale LLC
1806 SE 202nd Ave.
Camas, WA 98607
Paul@torvale.com 360.607.9816

April 18, 2018

Dear Mr. Dennis,

The city received your application for an amendment to the comprehensive plan on January 31, 2018 (City file #CPA18-01). This letter provides initial staff review comments and an anticipated schedule for processing.

Scheduling:

- In accordance with CMC§18.51.020, staff reported to Planning Commission and City Council that the city received applications for amendments to the comprehensive plan. Public hearings are typically scheduled in the months of May and June.
- Staff has scheduled a meeting with your team on May 2nd at 3:30 p.m.

Review Comments:

1. The application materials did not include a signed authorization for 30 acres of the 70.73 acres proposed to be amended. The following parcels did not provide authorization for the application:
 - Sharp Electronics 986033-959 (20 acres) or
 - NRP LLC (Sigma) 125198-000 (10 acres)
2. The applicant proposes to amend the combined parcels to a comprehensive plan designation of Commercial with a zoning of Regional Commercial. The application addressed the criteria as required, however a few errors and omissions were identified in the information provided.
 - a. Not all of the subject parcels are zoned LI/BP. Those standards are only applicable to 13 acres¹ owned by JR Merit. The narrative should be revised to reflect the differing design standards in effect.
 - b. The design standards for the BP zone differ from the LI/BP zone. The BP zone standards includes 15-foot setbacks at the front and side lot lines and 50-foot setback at the rear of the property. Those standards are applicable to 28 acres owned by Daley et al.
 - c. The applicant does not identify particular uses that are prohibited within the current designations, which would be considered to be obstacles to development of the subject properties. If a desired (future) land use is currently prohibited within the BP or LI/BP zones, the applicant could propose a Zoning Text Amendment to focus on that specific perceived code deficiency. Refer to CMC§18.51.025 Zoning text and map amendments.
 - d. Properties that are zoned Regional Commercial allow residential development, which is prohibited in industrial zoning designation. Residential development in this area was not anticipated or included within the city's comprehensive plan.

¹ NRP property (10 acres) is also zoned LI/BP, but the property owner is not a signatory to the application to date.

3. The applicant should provide a comparative list of uses that are allowed within a regional commercial zone as compared to the current designations, in order to demonstrate a deficiency per CMC§18.51.010(C). Refer to the list of allowed uses at CMC Chapter 18.07 Use Authorization.
4. If higher intensity uses are anticipated or proposed, such as residential development, then the associated impacts on the Park System would need to be evaluated. Specifically, if the higher intensity development is in an area that was not anticipated with the adoption of the Parks, Recreation, and Open Space Comprehensive plan.
5. The applicant will be required to provide information for review and approval by the City regarding the change in highest possible water consumption, sewer volumes and traffic generation based on the proposed comp plan and zoning changes. If there are measurable increases in potential water consumption and/or sewer volumes, the applicant will be required to work with the city's consultants to update the applicable (water and/or sewer) system plan and capital improvements plan.

If trip generation is potentially increased above the accepted transportation allocation zones (TAZs) for these parcels, the applicant will be required to work with the city's consultant to provide the updated TAZ information and run the RTC traffic model to identify potential additional generated traffic improvements citywide.

If you have any questions or concerns prior to the scheduled meeting, please contact me at (360) 817-7269.

Regards,

Sarah Fox, Senior Planner

A Comprehensive Plan to guide future growth and development for the City of Camas

Camas 2035

The Camas Vision
Introduction

Developing Camas 2035
Introduction

*Land Use Goals
and Policies*

Pg. 1-4

Gateways and Entries
Pg. 6-6

Acknowledgements

Thank you to the members of the Camas community for sharing your time and insight in the development of Camas 2035.

Mayor

Scott Higgins

Camas City Council

Greg Anderson

Bonnie Carter

Don Chaney

Tim Hazen

Steve Hogan

Melissa Smith

Shannon Turk

Camas Planning Commission

Bryan Beel, Chair

Lloyd Goodlett

Tim Hein

Frank Hood

Troy Hull, Vice Chair

Jaima Johnson

Jim Short

Camas 2035 Steering Committee

Barb Baldus

Jon Busby

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Troy Hull

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Cogan Owens Greene

Acronyms, Abbreviations, and Initialisms

ACS	American Community Survey	LOS	level of service
ADA	Americans with Disabilities Act	MF	Multi-Family (zone)
ADU	accessory dwelling unit	mgpd	million gallons per day
BP	Business Park (zone)	MHI	median household income
CC	Community Commercial (zone)	MIX	Metropolitan Interlibrary eXchange
CIP	capital improvement plan	MX	Mixed-Use (zone)
City	City of Camas	N/A	not applicable; not available
CMC	Camas Municipal Code	NC	Neighborhood Commercial (zone)
County	Clark County	NP	Neighborhood Park (zone)
CRC	Columbia Resource Company	NPDES	National Pollutant Discharge Elimination System
CSWMP	Clark County Solid Waste Management Plan	Ord.	City ordinance
CTR	commute trip reduction	OS	Open Space (zone)
CWFD	Camas-Washougal Fire Department	PRD	Planned Residential Development
DC	Downtown Commercial (zone)	PROS	<i>Parks, Recreation and Open Space Comprehensive Plan Update</i>
Ecology	Washington State Department of Ecology	psi	pounds per square inch
EMS	emergency medical services	Qi	instantaneous quantity basis
EPA	U.S. Environmental Protection Agency	RC	Regional Commercial (zone)
FVRL	Fort Vancouver Regional Library	RCW	Revised Code of Washington
GIS	geographic information system	Res.	City resolution
GMA	Growth Management Act	RTC	Regional Transportation Council
gpm	gallons per minute	SR	State Route
HCM	<i>Highway Capacity Manual</i>	STEP	septic tank effluent pumping
HI	Heavy Industrial (zone)	SU	Special Use Park (zone)
HUD	U.S. Department of Housing and Urban Development	TAC	technical advisory committee
I/I	infiltration/inflow	TIF	traffic impact fee
LED	light-emitting diode	UGA	urban growth area
LI/BP	Light Industrial/Business Park (zone)	WUTC	Washington Utilities and Transportation Commission
LID	low impact development	WWTP	Wastewater treatment plant

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Sewer System (Included in Appendix H)
Storm Drainage System (Included in Appendix I)

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Appendix B: Clark County Buildable Lands Report
Appendix C: 6-Year Street Plan
Appendix D: Capital Improvement Plan Project List
Appendix E: Camas Public Library Strategic Plan
Appendix F: Park, Recreation and Open Space Comprehensive Plan Update
Appendix G: Water System Plan
Appendix H: General Sewer Plan
Appendix I: Comprehensive Stormwater Drainage Plan
Appendix J: School Districts Capital Facilities Plans and Impact Fee Calculations



Parks and Trails

Are some of many things Camas residents love!

The purpose of the Camas comprehensive plan update is to ensure that in 2035, the City remains vibrant and diverse and meets the needs of its residents.



*Lacamas
Lake*
is a treasured
resource residents
enjoy

Camas 2035

In the year 2035, residents of Camas continue to appreciate their safe, diverse and welcoming community. Camas maintains its small town character while accommodating future residents. The City is well known for its excellent schools, thriving businesses, and ready access to metropolitan amenities and natural features. A vibrant downtown brings neighbors together and is enjoyed by all.

Camas has a long and rich history. More than 10,000 years ago, Native Americans occupied the Columbia River Valley. The Lewis and Clark Corps of Discovery camped by the river in 1806. In the late 1800s, the La Camas Colony Company of Portland purchased 2,600 acres and began planning the construction of a paper mill to supply newsprint for The Oregonian. With the construction of the mill came the platting of the town and the beginning of today's city, a vibrant and diverse community that occupies approximately 16 square miles and is home to nearly 23,000 people.

Camas 2035 is the update of the City of Camas comprehensive plan. The purpose of the Camas update is to ensure that, in 2035, the City, which was incorporated in 1906, remains a vibrant and diverse city that meets the needs of its residents.

The history of Camas comprehensive planning dates back to 1963 when the first plan was prepared. In 1990, the state adopted the Growth Management Act (GMA) with the goal of managing the growth of cities that had heretofore grown in an uncoordinated fashion. GMA requires municipalities to consider the provision of the utilities and services necessary to serve new residential subdivisions, commercial centers, and industrial sites before approving their development. The last major update to the City's comprehensive plan was in 2004 when Camas was a community of approximately 15,360. By 2015, the City's population had grown to 22,843 and annexation had added 2,400 acres, mostly north of Lacamas Lake.

"With the construction of the mill came the platting of the town - and the beginning of today's city"

Camas Vision Statement

In order to create a vision for the future, it was important to understand the today. Camas 2035 has been guided by the community vision established over a 6-month process that involved hundreds of community members. In this process, we examined where we've been, how we've grown, what we do, and who we are today – to better understand how we will grow.

The vision is written in the present tense, as if describing the city as it exists in 2035. Some aspects of the vision can be found in Camas today, while others represent aspirations. It was adopted by City Council Resolution #15-002 on February 17, 2015, the vision provides a framework for the goals and policies of every element of Camas 2035.

Introduction to Vision

In the year 2035, residents of Camas continue to appreciate their safe, diverse and welcoming community. Those that were raised in Camas will return for family wage jobs, and to ultimately retire here. Camas maintains its small town character while accommodating future residents. Camas is well known for its excellent schools, thriving businesses and ready access to metropolitan amenities and natural features. A vibrant downtown and community events bring neighbors together and are enjoyed by all.

Vital, Stable and Livable Neighborhoods

Camas is a well-planned and connected city where residents enjoy pedestrian and bicycle paths between neighborhoods and to downtown. Historic structures are maintained and rehabilitated to accommodate new homes and businesses. There is a wide variety and range of housing for all ages and income levels. Quality public facilities, services and utilities contribute to a high quality of life.

Diversified Economy

The economy has grown to attract a variety of businesses that offer stable employment opportunities and family wage jobs in the medical and high-tech fields. Camas is a gateway to nature and recreational opportunities, leading to a robust tourism industry. Professional office, medical and industrial uses will typify western Camas, with retail businesses supporting the large campus firms. The north shore area will fulfill the employment and retail needs of the growing population on the northeast side, and reduce trips outside of the city.

Downtown Camas retains its historic atmosphere as a walkable, attractive place to shop, dine and gather. Housing within the city's core contributes to a town center that supports local businesses.

How we've grown...

Camas has added nearly 7,500 residents since 2004!

But we've added more than 1,300 acres of land to our city over the past 10 years.

Residential density is among the least dense urban areas in Clark County.



Public Services

Camas continues to have an excellent school system, an asset that draws families to the community. Students and their families enjoy the city's parks, trails, community centers and other recreational opportunities. The library continues its vital role as a place of learning. Residents value well-funded police, fire and emergency response services. Proficient government agencies maintain existing city assets and coordinate future development.

Natural Environment

Camas appreciates and remains good stewards of its natural environment. A vegetated corridor provides habitat and safe passage for wildlife from Green Mountain to the Columbia River. Lacamas Lake is treasured as a unique and pristine resource. City policies preserve trees and natural areas.

What is a Comprehensive Plan?

Camas 2035 guides land use development and public facility investment decisions between now and 2035. **Camas 2035 has six elements that work together to achieve the community's vision and ensure long-term economic vitality:**

- Land Use
- Housing
- Natural Environment
- Transportation and Street Plans
- Public Facilities, Utilities, and Services
- Economic Development

Each element sets goals that will implement the vision and expresses policies that will guide land use and infrastructure decisions for the 20-year planning horizon. The elements are supported by the comprehensive plan map, which identifies land use designations throughout the City and within its urban growth area.

Why Plan?

Planning is choosing what to do and how and when to do it. Planning is part of our everyday lives. We plan our vacations, our family budgets, and even our trips to the grocery store. The detailed planning of our daily lives derives from a set of goals that we want to accomplish – in a day, in the next six months, or the next two years.

In the same way and for the same purpose, the City's plan is the basis of coordinated action – it enables public and private interests to undertake projects with a clear understanding of community goals and policies.

Camas 2035 helps the City identify deficiencies and take steps to remedy them. Planning can find desirable and reasonable solutions before the problem is beyond the community's economic capabilities. The plan is crucial to avoiding uncoordinated activities as the City adapts to changing conditions and experiences the population growth that is anticipated.

The plan is not intended as a rigid system of goals and development policies; rather, it is:

- **Long range** – looks ahead as far as is practical to anticipate growth and resulting community needs.
- **Comprehensive** – relates and integrates all types of uses and necessary public facilities.
- **General** – establishes general locations and areas for the elements and indicates their relationships to each other and the population they serve.
- **Responsive** – through regular updates, adjusts to changing conditions, unforeseen circumstances, and local and regional trends.

We have pride in
and honor our
natural areas.

*How we
play...*

543 acres

Of county-owned
open space and
greenways in or
near Camas, including
Lacamas Lake
Regional Park

450 acres

City-owned open space

120 acres

In 14 parks

6 trails

Totaling 22 miles

4 facilities

For recreational use



How is a Comprehensive Plan Related to Other Plans?

Camas 2035 is part of a family of state, regional, and local plans. Some, like statewide GMA and Clark County's Community Framework Plan, set the overall planning framework and guide the content of the Camas comprehensive plan.

Others, like plans that are specific to particular subareas, supply more detailed information about individual topics or smaller parts of the City.

Growth Management Act

The GMA establishes state goals, sets deadlines for compliance, and offers direction on how to prepare comprehensive plans and development regulations.

GMA also establishes requirements for early and continuous public participation. GMA requires state and local governments to manage growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, and preparing comprehensive plans and implementing them through capital investments and development regulations.

The GMA legislation, which is Chapter 36.70A of the Revised Code of Washington (RCW), contains 14 goals.

For a community's plan to be valid, it must meet the requirements of the GMA through consistency with state statutory goals, countywide policies, and the plans of adjacent jurisdictions.

The fourteen statutory goals identified in the GMA (RCW 36.70A) are:

- 1. Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- 2. Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- 3. Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- 4. Housing.** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- 5. Economic development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote

the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

- 6. Property rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- 7. Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- 8. Natural resource industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- 9. Open space and recreation.** Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- 10. Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- 11. Citizen participation and coordination.** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- 12. Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- 13. Historic preservation.** Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.
- 14. Provide consistency.** Between shoreline management and growth management by considering the goals and policies of a shoreline master program for a county or city, approved under Chapter 90.58 RCW, as an element of the county or city's comprehensive plan.

Urban Growth Areas

An urban growth area is a defined area of land adjacent to city limits within which urban growth is encouraged and beyond which growth can occur only if it is not urban in nature.

Each county that adopts a comprehensive plan under the GMA must designate urban growth areas. The City of Camas has 1,962 acres of land within the urban growth areas that adjoin the City limits. This land, combined with the vacant land available within the City limits, must accommodate the City's population and employment projections as established by the state's Office of Financial Management. The population and employment projections for the City for the year 2035 are 34,098 people and 11,182 additional jobs. The City currently has adequate land to accommodate these projections. Expansion of the urban growth areas is not necessary with Camas 2035 (see the Land Use Element for additional details).

County Planning Goals and Policies

The Community Framework Plan, adopted by Clark County and its cities and last updated in 2007, guides local jurisdictions as they work to decide questions of regional land use and services.

Clark County is in the final stages of fully updating this plan for 2015 through 2035. As County and city plans were developed, representatives of the City of Camas met on a regular basis over the span of two years with officials of the County and its cities to coordinate efforts. This level of communication helps ensure that the plans and capital projects of these jurisdictions are consistent when adopted. Camas 2035 is consistent with the concepts put forward in the County's Community Framework Plan, and the initial drafts of its pending comprehensive plan, and the countywide planning policies as required by RCW 36.70A.210(1), WAC 365-196-305, and WAC 365-196-510.

Local Plans

The goals and policies included in Camas 2035 are implemented through development regulations established in the Camas Zoning Code (Title 18 of the Camas Municipal Codes) as well as the standards set forth in existing plans and policy documents.

Camas 2035 has been developed to ensure consistency with all other relevant local plans as listed below:

- Camas Water System Plan (June 2010, Res. 1188)
- Camas General Sewer Plan Amendment (April 2010, Res. 1190)
- Camas General Sewer/Wastewater Facility Plan (November 2009, Res. 1189)
- City of Camas Parks, Recreation, and Open Space Comprehensive Plan (January 5, 2015, Ord. 15-002)
- Camas Design Standards Manual–Engineering (October 20, 2014, Res. 1308)

- Camas Design Review Manual (May 2, 2016, Ord. 16-006)
- Amending Gateway/Corridor Standards (in process)
- Camas Shoreline Master Program (July 27, 2015, Ord. 15-007)
- Downtown Design Manual (July 21, 2014, Res. 1301)
- Camas Stormwater Design Standards Manual (July 2010, Res. 1193)
- Six-Year Street Plan (Updated annually)
- 2013–2030 Capital Facilities Plan Project List (December 2012, Ord. 2668)
- Transportation Impact Fee Update (May 2012, Res. 1240)
- Camas Corridor Study (in process)

Amending a Comprehensive Plan

The City is required to review its comprehensive plan at least every seven years. However, the City's comprehensive plan and development regulations are reviewed and evaluated regularly.

Camas 2035 is based on the best available information. As years go by, new information or changing circumstances – for instance, a revised sewer or water plan – may prompt changes to this plan. By state law, amending a comprehensive plan can occur only once a year and must follow the procedures that are set forth in RCW 36.70A.130.

Amendments to a comprehensive plan require legislative action, which entails the adoption of a resolution or ordinance following notice and public hearing indicating, at a minimum, a finding that a review and evaluation has occurred and identifying the revisions made, or that a revision was not needed and the reasons.

The review and evaluation must include the consideration of critical area ordinances, population projections, and other plans and policies in effect.

Under certain circumstances, amendments can occur more frequently:

- The initial adoption of a subarea plan that does not modify the comprehensive plan policies and designations applicable to the subarea.
- The adoption or amendment of a shoreline master program under the procedures set forth in Chapter 90.58 RCW.
- The amendment of the capital facilities element of a comprehensive plan that occurs concurrently with the adoption or amendment of a county or city budget.
- The revision is to address an emergency, or to resolve an appeal of a comprehensive plan filed with a growth management hearings board or with the court.
- The adoption of comprehensive plan amendments necessary to enact a planned action under RCW 43.21C.440, provided that amendments are considered in accordance with the public participation program established by the county or city.

Developing Camas 2035

Camas 2035 began with a citywide process to envision our desired future for the 20-year planning horizon. Public outreach involved over 600 community members, three questionnaires, several interviews with stakeholder groups, the development of a Steering Committee, and two public vision summits.

The result was the vision for Camas 2035 that is stated at the beginning of this document. This vision guided the update of every element that is part of Camas 2035. Appendix A discusses the public outreach involved in the visioning process.

The second phase of public outreach consisted of a Technical Advisory Committee (TAC), the continuation of the Steering Committee, a community survey, and a public forum. This second phase focused on implementation – making sure the goals and policies established in Camas 2035 were consistent with the community vision. The purposes and functions of the Steering Committee and the TAC are described further below.

In addition to the outreach efforts described above, the City maintained a website and Facebook page throughout the visioning process and the development of Camas 2035.

Steering Committee

The Steering Committee was formed at the outset of the visioning process and consisted of identified leaders of the community. This committee spearheaded the outreach efforts, and was integral to shaping the vision of Camas 2035. Throughout the development of the plan, the Steering Committee continued to ensure that the vision was upheld and consistency was maintained throughout each element of the plan. The Steering Committee met three times during the visioning process and three times during the development of Camas 2035.

Technical Advisory Committee

The TAC was formed to help ensure that Camas 2035 would adhere to the community vision and meet the public service and infrastructure needs of a growing city. Members of the TAC were selected for their technical expertise and knowledge of key plan elements such as transportation, parks and trails, neighborhood livability, and employment.

The TAC met five times from March to October 2015 and provided invaluable input on each element of Camas 2035. The first two TAC meetings focused on establishing community gateways and corridors. During the visioning process, many residents voiced their desire that the entrances to our City be welcoming and identifiable. The TAC and staff worked together to identify gateways and gateway elements such as signage, lighting, sidewalks, and crosswalks that will distinguish Camas from neighboring cities. These gateways are included as overlays on the City zoning map and the Economic Development Element identifies specific goals and policies for them.

What we learned..

Some of the feedback from residents...

"Rivers, Lakes, Trails, and Parks! Mill City Pub and Camas Theater!"

"5 minutes to work-no traffic-what could be better!"

"We love everything: great schools, parks, floating in the river"





*Camas
Days!*

We attended in
2014 and 2015 to
gather feedback.

Community Surveys

During the two years it took to complete the visioning and comprehensive plan update process, community members were asked to complete three surveys. The first and second occurred during the visioning process in 2014 and early 2015. The purpose of the first survey was to identify Camas' strengths and understand what residents value about Camas today. More than 400 community members completed the first survey. The second survey was intended to validate the draft vision statement and was completed by 177 community members. The third survey, conducted in December 2015 and January 2016, asked respondents to indicate their preferences for development styles and features and to validate draft comprehensive plan policies, and was completed by 182 community members. Summaries of each community survey are included in Appendix A.

Vision Summits and Public Forum

During the comprehensive plan update, the City hosted two vision summits and one public forum. The first vision summit was held on November 5, 2014 to discuss the future vision for the City. Approximately 50 community members gathered at Fire Station 42 and were asked to complete the sentence, "In 2035, Camas is/has/enjoys..." This input together with online surveys helped frame the Vision Statement. The second vision summit was held on January 8, 2015 to solicit feedback on implementing the vision, and was attended by approximately 120 community members. On January 14, 2016, a public forum was held in order to review the first draft of the updated comprehensive plan, including proposed zoning and comprehensive plan maps. Approximately 43 community members attended and provided feedback.

The City of Camas values residents' opinions and is committed to being responsive. The final comprehensive plan incorporates the contributions and comments from everyone who has been involved to date.

"During the visioning process, many residents voiced their desire that the entrances to our city be welcoming and identifiable."

Land Use

The Land Use Element is designed to support development that adheres to the City's vision to ensure Camas' future is as bright as its past.



1 LAND USE

1.1 Vision

In 2035, Camas is a well-planned and connected city where residents enjoy pedestrian and bicycle paths between neighborhoods and to downtown. The economy has grown to attract a variety of businesses that offer stable employment opportunities and family-wage jobs in the medical and high-tech fields. Professional office, medical, and industrial uses typify western Camas, with retail businesses supporting the large campus firms. The North Shore area fulfills the employment and retail needs of a growing population on the east side, and reduces trips outside of the city. Downtown Camas retains its historic atmosphere as a walkable, attractive place to shop, dine, and gather. Housing within the city's core contributes to a town center that supports local businesses. Camas appreciates and remains good stewards of the environment by preserving trees and natural areas.

1.2 Organization of Land Use Element

- Land Use Overview
- Population and Employment Projections
- Land Use Designations
- Goals and Policies by Land Use Category
 - Citywide
 - Employment Lands (including commercial, industrial, and business park)
 - Neighborhoods (including single-family, multi-family and mixed-use housing)
 - Natural Environment (including parks, trails, and open space)
 - Residential Mixed-use Areas

1.3 Land Use Overview

The City of Camas is home to great schools, family-wage jobs, high-quality neighborhoods, and an abundance of open space and recreational amenities. Camas has grown into a dynamic, vibrant city with diversified employment opportunities and services that cater to its residents' various needs. In 2015, Camas maintains its small town charm and character, and downtown remains the heart of the City with a mix of restaurants, shops, professional offices, and residential development. The Grass Valley area is home to several national and international technology and manufacturing firms. A significant amount of residential development is underway in the Green Mountain area, and planned transportation improvements in the North Shore area will improve connectivity and provide better transportation options throughout the City.

The Land Use Element is designed to support development that adheres to the City's vision to ensure Camas' future is as bright as its past. The GMA identifies the Land Use Element as the foundation of the Comprehensive Plan. GMA outlines the framework by which the plan will be implemented and establishes land use designations to accommodate the City's population and employment projections. The development of land in accordance with the goals and policies included in the Land Use Element will ensure the achievement of an appropriate balance of public facilities, housing, employment, services, and recreational uses throughout the City.

"Camas has grown into a dynamic, vibrant city with diversified employment opportunities and services that cater to its residents' various needs."

1.3.1 2035 Population Projections

GMA requires that each jurisdiction accommodate its share of the region's growth. In 2035, the City of Camas is expected to have a population of 34,098 (based on the County adopted growth rate of 1.26 percent per year), an 11,255-person increase from the 2015 population of 22,843. During the same period, Camas is expected to add 11,182 jobs. The table below outlines the population and employment projected for Camas and its ability to meet these projections within its current urban growth boundary.

Table 1-1. Residential and Employment Capacity

	2035 Projection	Residential Unit Increase	Assumed Units or Jobs/Acre	Acres Needed	Capacity ¹ Acres
Population	34,098	3,868 ²	6 units/acre	645	876
Employment	11,182 (increase)	N/A	IND: 9 jobs/acre COM: 20 jobs/acre	IND: 493 COM: 337	IND: 660 COM: 464

Source: Clark County Buildable Lands Report, unless otherwise noted. See Appendix B.
¹Capacity calculated as net developable acreage using the County Vacant Buildable Lands Model and further refined based on GIS analysis conducted by the City.
²Based on 2013 American Community Survey data, consistent with Clark County Buildable Lands Report.

1.3.2 Land Use Designations

In order to ensure the City's vision and land use goals are achieved, land use designations are used to assign a variety of development uses and building densities to land throughout the City. The plan identifies areas for residential, commercial, and industrial development as well as community gateways and areas appropriate for a mix of uses. The plan also identifies areas for parks and open space to support recreation and enhance natural areas, including habitat and wildlife corridors.

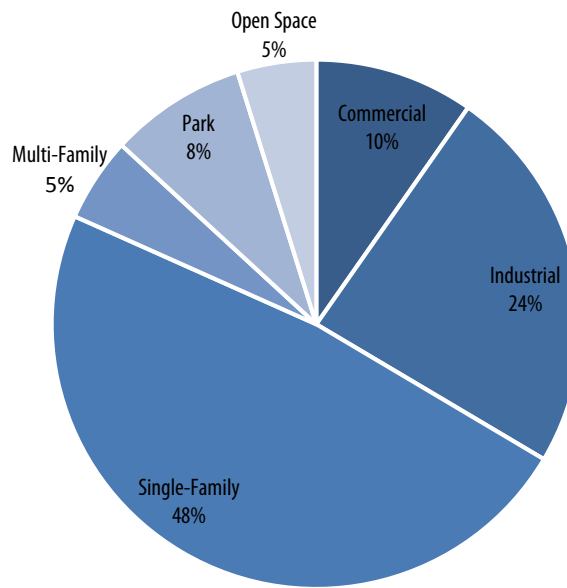
Land use designations are identified below on Table 1-2, Figure 1-1, and on the Camas Comprehensive Plan map.

Table 1-2. Acreage by Comprehensive Plan Designation

Comprehensive Plan Designation	Corresponding Zones	Total (Acres) ¹
Single-Family-High	• Residential 6,000 (R-6)	425
Single-Family-Medium	• Residential 12,000 (R-12) • Residential 10,000 (R-10) • Residential 7,500 (R-7.5)	3617
Single-Family-Low	• Residential 15,000 (R-15)	871
Multi-Family-High	• Multi-Family 18 (MF-18)	246
Multi-Family-Low	• Multi-Family 10 (MF-10)	279
Commercial	• Neighborhood Commercial (NC) • Community Commercial (CC) • Regional Commercial (RC) • Mixed-use (MX) • Downtown Commercial (DC)	992
Industrial	• Light Industrial/Business Park (LI/BP) • Light Industrial (LI) • Heavy Industrial (HI) • Business Park (BP)	2427
Park ²	• Neighborhood Park (NP) • Special Use Park (SU)	851
Open Space / Green Space	• Open Space (OS)	492
Gross Total		10200
Rights-of-Way and Stormwater Facilities		-27.7 percent ³
Net Total		7375

¹Total area within each comprehensive plan designation within the urban growth boundary.
²Applies only to land held in public trust.
³Based on typical County infrastructure deduction used in Clark County Buildable Lands Report.

Figure 1-1. Land Use Percentages



Overlays

In addition to the land use designations listed in Table 1-2, land use overlays further define appropriate uses and development standards for particular areas within the City. Overlays included in this update are identified as follows:

- Airport Overlay
- Gateways and Corridors
- Multi-Family Cottage

The 2004 Comprehensive Plan included additional overlays (Planned Industrial Development, North Dwyer Creek Employment Mixed-Use, and North Dwyer Creek Residential Mixed-Use). These areas have developed since 2004, the overlay designations are no longer needed, and they were removed from the map.

Several overlays require zone change approval, while others are established on the zoning map. Two overlays – Airport and Gateways and Corridors – are established on the adopted zoning map. An overlay that requires zone change approval is the Multi-Family Cottage overlay. Development within all overlay areas must comply with the goals and policies of the underlying land use designation.

Grove Field, an airport owned and operated by the Port of Camas-Washougal and located northeast of Lacamas Lake, adjoins the City's boundary. The Airport Overlay is designated to ensure land uses adjacent to the airport are compatible with air traffic and do not interfere with safe air navigation. For example, the comprehensive plan designation of lands adjacent to the airport is generally industrial, rather than residential, and the Airport Overlay area restricts uses tending to high concentrations of people, such as schools or hospitals.

This update designates gateways and corridors because Camas residents say they want the entrances to the City to be welcoming and identifiable. Community gateways create a sense of arrival and let visitors and residents know they are in Camas.

A primary gateway is a main entry into Camas and includes a corridor, whereas a secondary gateway is limited to an intersection or a few city blocks. A corridor extends approximately 0.25 mile from a gateway and includes enhanced features such as bike lanes, widened or detached sidewalks, and signage. Table 1-3 identifies community gateways and corridors and the features that should be included in each gateway and/or corridor.

Table 1-3. Gateways and Corridors

Gateway/ Corridor	Designation	Typical Gateway and Corridor Features
6th Avenue	Primary	<div>Gateway</div> <ul style="list-style-type: none">• Iconic street lighting• Layered landscaping• Signage – City/downtown depending on gateway location – monument-style signage <div>Corridor</div> <ul style="list-style-type: none">• Pedestrian and bicycle amenities (bike lanes, crosswalks, and sidewalks)• Signage (wayfinding, historic, and/or interpretive)• Iconic street lighting• Street trees
3rd Avenue	Primary	
Everett	Secondary	
38th Avenue	Primary	
Lake Road	Primary	
Green Mountain – Goodwin	Primary	
Brady Road	Primary	
Union Street	Secondary	
Note: In addition to compliance with the standards established above, development within corridors and gateways must adhere to all applicable transportation and public works standards, including road cross-sections.		

Development/redevelopment within a designated gateway or corridor must adhere to the goals and policies included in the Economic Development Element as well as the applicable development regulations and design guidelines of the *Camas Design Review Manual*.

An analysis of building permits issued since 2004 shows that 70 percent of new homes were over 3,000 square feet, with only 7 percent of homes less than 2,000 square feet. To address this disparity in housing, the Multi-Family Cottage Overlay provides an incentive to build smaller, single-level dwellings. The intent is to encourage the development of cottages, especially those with architectural elements typical of this type of dwelling such as a front porch, a steep-pitched gable roof, and a recessed garage. This overlay is also intended to accommodate those with mobility impairments. The dwellings must be less than 1,000 square feet, and are subject to design review approval.

1.4 Goals and Policies

Land use goals and policies are established to ensure that future development is consistent with the community vision. Goals and policies are presented for five land use categories:

- Citywide – establishes a citywide land use goal and broad policies to be considered throughout the City
- Gateways/Corridors – focuses on areas designated as community gateways and corridors
- Employment Land – includes land zoned for commercial, mixed-use, industrial, and business park development
- Neighborhoods – includes single- and multi-family zoning designations
- Natural Areas – includes parks, open space, and critical areas
- Residential Mixed-use Areas – applies to current and future areas designated as mixed-use

For additional goals and policies related to economic development, housing, and the environment, see Element 2 – Housing, Element 3 – Environment, and Element 6 – Economic Development.

1.4.1 Citywide Land Use

In 2035, residents of Camas continue to appreciate their safe, diverse, and welcoming community. Those who were raised in Camas will return for family-wage jobs and to ultimately retire here. Camas maintains its small town character while accommodating future residents. Camas is well known for its excellent schools, thriving businesses, and ready access to metropolitan amenities and natural features. A vibrant downtown and community events bring neighbors together and are enjoyed by all.

Citywide Land Use Goal

LU-1: Maintain a land use pattern that respects the natural environment and existing uses while accommodating a mix of housing and employment opportunities to meet the City's growth projections.

Citywide Land Use Policies

LU-1.1: Ensure the appropriate mix of commercial-, residential-, and industrial-zoned land to accommodate the City's share of the regional population and employment projections for the 20-year planning horizon.

LU-1.2: Coordinate with Clark County, the state, and special districts to identify future needs for essential public facilities such as airports, state education facilities, state and regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and regional parks.

LU-1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.

LU-1.4: Ensure that park and recreation opportunities are distributed equitably throughout the City and work to achieve park and continuous trail corridors from Green Mountain to the Columbia River.

LU-1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.

LU-1.6: Ensure adequate public facilities (including roads, emergency services, utilities, and schools) exist to serve new development, and mitigate potential impacts to current residents.

LU-1.7: Ensure consistency with County-wide planning policies.

LU-1.8: Support and encourage the implementation of sustainable projects that capture, treat, and reuse rainwater for all new development and redevelopment.

LU-1.9: Continue to support the arts throughout the City by promoting opportunities for the arts and artists to contribute to new development.

1.4.2 Employment Land (Commercial, Industrial, and Business Park)

In 2035, the economy in Camas has grown to attract a variety of businesses that offer stable employment opportunities and family-wage jobs in the medical and high-tech fields. Camas is a gateway to nature and recreational opportunities, leading to a robust tourism industry. Professional office, medical, and industrial uses typify western Camas, with retail businesses supporting large campus firms. The North Shore area fulfills the employment and retail needs of a growing population on the northeast side and reduces trips outside the city. Downtown Camas retains its historic atmosphere as a walkable, attractive place to shop, dine, and gather.

Employment Land Goal

LU-2: Create a diversified economy and serve Camas residents and tourists by providing sufficient land throughout the City to support a variety of business types and employment opportunities.

Employment Land Policies

LU-2.1: Attract and encourage a balance of new commercial, light industrial, and knowledge-based business, medical, and high-tech uses, and the expansion of existing businesses to provide regional and local employment.

LU-2.2: Support village-style employment and retail development in the North Shore area to serve the growing population. Discourage strip developments.

LU-2.3: Encourage shopping local and support for Camas businesses.

LU-2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation.

LU-2.5: Ensure industrial development and other employment lands are compatible with adjacent neighborhoods through development and landscaping regulations and design review.

LU-2.6: Encourage the development of businesses that offer family-wage jobs and support the City's vision for attracting medical and high-tech industries.

LU-2.7: Protect employment land from conversion to residential uses in order to ensure an adequate supply of commercial and industrial land to meet 20-year employment projections.

LU-2.8: Ensure appropriately zoned land for the development of food retailers (grocery stores and farmers' markets) within a half-mile of residential areas.

1.4.3 Neighborhoods

In 2035, Camas is a well-planned and connected City where residents enjoy pedestrian and bicycle paths between neighborhoods and to downtown. Historic structures are maintained and rehabilitated to accommodate new homes and businesses. There is a wide variety and range of housing for all ages and income levels.

Neighborhood Goal

LU-3: Create vibrant, stable, and livable neighborhoods with a variety of housing choices that meet all stages in the life cycle and the range of affordability.

Neighborhood Policies

LU-3.1: Encourage a variety of housing typologies to support the overall density goal of six dwelling units per acre.

LU-3.2: Develop areas appropriate for senior housing, considering proximity to services and transportation options.

LU-3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.

LU-3.4: Camas residents are protective of the small-town ambiance and family-friendliness of the community. Discourage exclusive neighborhoods, privacy walls, and gated communities.

LU-3.5: Where neighborhoods adjoin natural areas or trails, ensure connections through neighborhoods to enhance access to recreation amenities.

LU-3.6: Improve food access in residential areas that are farther than a half-mile from healthy food stores (grocery store or farmers' markets).

1.4.4 Natural Environment

In 2035, Camas appreciates and remains good stewards of its natural environment. A vegetated corridor provides habitat and safe passage for wildlife from Green Mountain to the Columbia River. Lacamas Lake is treasured as a unique and pristine resource.

Natural Environment Goal

LU-4: Develop an interconnected network of parks, trails, and open space to support wildlife corridors and natural resources and enhance the quality of life for Camas residents and visitors.

Natural Environment Policies

LU-4.1: Maintain development regulations that encourage the preservation of trees and natural areas, including the use of density bonuses to protect sensitive areas and encourage tree replacement.

LU-4.2: Support the purchase by the City, or the dedication and preservation by private owners, of open space and encourage careful consideration and integration of the natural environment in any planning activity to perpetuate the park-like setting of Camas.

LU-4.3: Encourage regional trail connectivity and increased access throughout the City to support multi-modal transportation and physical activity.

LU-4.4: Development on the edges of the City adjacent to unincorporated land in agricultural use or in a forested or natural state should consider those adjacent uses and, where appropriate, provide buffers.

1.4.5 Residential Mixed-Use Areas

In 2015, mixed-use (MX) zoning in the City includes approximately 10 acres south of NE Third Avenue in the Louis Block Park Neighborhood. This area is dominated by small lots with an aging, single-family housing stock and future redevelopment is anticipated. The strengths of the area include its proximity to the historic downtown, regional trail connections, a large anchor grocery store, and the natural areas to the south and east.

Future conversion of commercial or industrial areas to MX should consider the benefits to the community, such as providing a gathering place (e.g., pocket park), housing options for a variety of income levels, and job opportunities.

Residential Mixed-Use Goal

LU-5: To foster economically and socially diverse mixed neighborhoods as the foundation for a healthy city, which includes meeting the multi-modal transportation, housing, employment, education, recreation, and health needs of the citizens.

Residential Mixed-Use Policies

LU-5.1: Mixed-use developments should be unique to the area in which they are located and encourage small business development, a mix of housing types to ensure affordability, and pedestrian and transit connections, and designed to be sensitive to the natural environment.

LU-5.2: Ensure that the development of mixed-use areas is oriented to the public street and is scaled and designed to be compatible with surrounding land uses.

LU-5.3: Densities in new mixed-use areas should not exceed the maximum densities allowed in multi-family zones.

Housing

The Housing Element further identifies goals and policies to address the types and scales of the housing needed for the projected population.



2 HOUSING

2.1 Vision

In the year 2035, residents of Camas continue to appreciate their safe, diverse, and welcoming community. Those raised in Camas will return for family-wage jobs and to ultimately retire here. Camas is a well-planned and connected city where residents enjoy pedestrian and bicycle paths between neighborhoods and to downtown. There is a wide variety and range of housing for all ages and income levels.

2.2 Organization of Housing Element

- Housing Overview
 - Housing Needs
 - Housing Diversity and Supply
- Goals and Policies by Housing Category
 - Citywide Housing
 - Affordable Housing
 - Senior and Special Needs Housing

2.3 Housing Overview

Camas provides a full range of housing opportunities to meet the needs of the people who call the City home. Neighborhoods are strong, and residents participate in community events and care about the livability and quality of life of their community. Housing in Camas ranges from residential estates on acreage to higher density apartments and a variety of single and multi-family housing types. While new development in Green Mountain and North Shore will add nearly 2,500 lots to the City and include a mix of housing types, additional housing is needed to support the growing population of seniors and those whose household incomes fall below the median.

According to the GMA, the housing goal is to “[e]ncourage the availability of affordable housing to all economic segments of the population of the state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.” To accomplish this goal at the local level, Camas should pursue opportunities to increase the supply and diversity of housing by converting existing houses, increasing the number of accessory dwelling units (ADU) (a.k.a., in-law apartments), and providing incentives for the development of a wider range of housing sizes and types (e.g., single-story, multi-story, and cottage).

Regional cooperation is essential to assure adequate housing opportunities. Camas participates with the Vancouver Housing Authority, a local intergovernmental non-profit housing agency, to promote low- and moderate-income housing throughout the City.

“Neighborhoods are strong, and residents participate in community events and care about the livability and quality of life of their community.”

2.3.1 Housing Needs

As stated in the Land Use Element, GMA requires jurisdictions to accommodate their shares of the region’s projected growth. In 2035, the City is expected to have a population of 34,098 people, an 11,255-person increase from the 2015 population of 22,843. In order to accommodate this projected increase, the City will need approximately 3,868 new housing units. Furthermore, in order to maintain the overall City density of six dwelling units per acre, approximately 645 acres are needed to support a variety of housing typologies and styles. The goals and policies in section 2.4, as well as the goals and policies included in the Land Use Element, are established to ensure the City can accommodate the population increase and provide housing for all economic segments of the community.

2.3.2 Housing Diversity and Supply

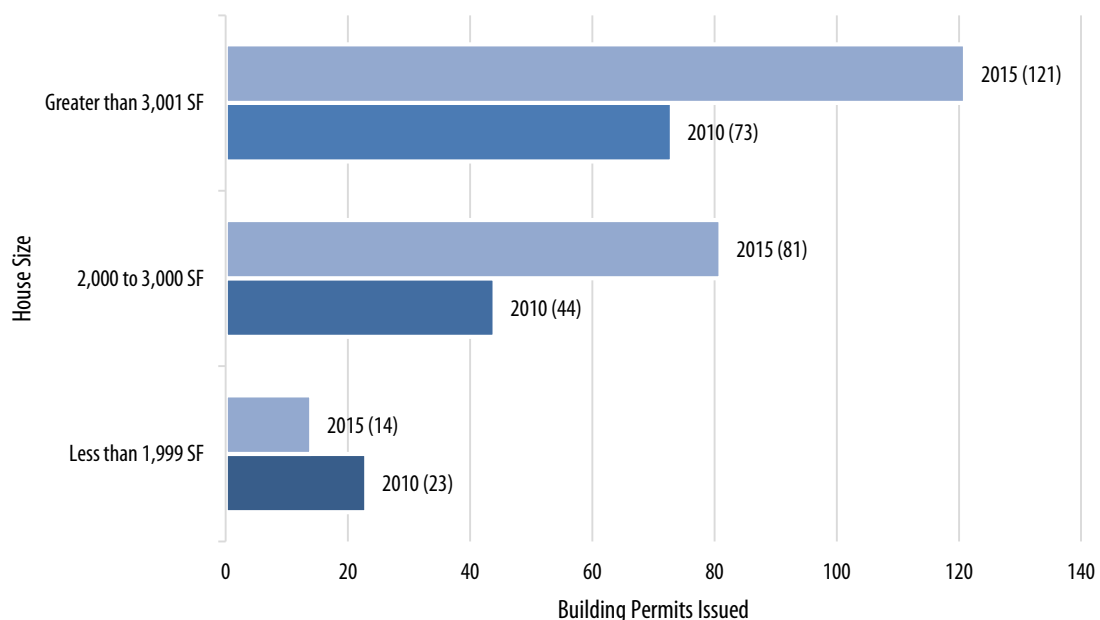
As Camas continues to grow as a regional economic and employment center, the demand for housing in and around the City will grow. While the Land Use Element establishes land use designations that support a variety of housing densities to accommodate the City's projected population increase, the Housing Element further identifies goals and policies to address the types and scales of the housing needed for the projected population.

The City addresses housing diversity and supply by promoting the innovative use of residentially and commercially designated land through development regulations such as the ordinances governing planned residential development (PRD) and mixed-use, as well as by encouraging in-fill development where appropriate.

The PRD and mixed-use ordinances provide developers with greater flexibility than traditional subdivision ordinances and allow variations in site design and density. While these optional development types are intended to foster more creative communities that exceed minimum standards, they must provide a clear benefit to the City. Encouraging in-fill developments within existing neighborhoods, such as ADUs, can expand housing diversity and affordability.

Figure 2-1 below identifies single-family housing trends in the City in 2010 and 2015 based on building permits issued. Construction of homes over 3,000 square feet was greater in 2015 than 2010 while construction of homes under 2,000 square feet declined in 2015 compared to 2010. Section 2.4 includes goals and policies to address the need for a variety of housing types and sizes throughout the City.

Figure 2-1. Housing Trends



Housing Affordability

A major challenge facing all cities is to provide housing for all economic segments of the population. GMA's housing goal affirms the City's responsibilities to encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

The federal Department of Housing and Urban Development (HUD), which provides grant and technical assistance for community projects, uses a standard formula for housing affordability. The formula for affordability assumes that no more than 30 percent of monthly household income is spent on rent or a mortgage. Therefore, a major factor that determines affordability is income. In 2013, the median household income in Clark County was \$57,341,

while in Camas, it was \$81,897.¹ This number represents the midpoint of all household incomes, where half is above the midpoint and the other half is below.

Table 2-1 below represents the affordable monthly housing costs for households with incomes ranging from 30 percent to 100 percent of the median household incomes for Clark County and Camas. If, for example, in Camas the household income is half (50 percent) of the median, the affordable monthly housing cost (30 percent of monthly income) would be \$1,024.

Table 2-1. Monthly Affordable Housing Costs

Annual Household Income		Monthly Affordable Housing Costs ¹	
Clark County	Camas	Clark County	Camas
\$17,202 (30% of MHI)	\$24,569 (30% of MHI)	\$430	\$614
\$28,671 (50% of MHI)	\$40,949 (50% of MHI)	\$717	\$1,024
\$45,873 (80% of MHI)	\$65,518 (80% of MHI)	\$1,147	\$1,638
\$57,341 (100% of MHI)	\$81,897 (100% of MHI)	\$1,434	\$2,047
Washington Minimum Wage (2015)			
\$19,697		\$492	
Note: Median Household Income (MHI) for Clark County = \$57,341; for Camas = \$81,897.			
¹ 30% of monthly income, inclusive of utilities and taxes and insurance for ownership housing.			

In Washington, the fair market rent for a two-bedroom apartment is \$1,128.² In order to afford this level of rent and utilities – without paying more than 30 percent (affordable cost) of income – a household must earn \$3,760 monthly or \$45,119 annually. Assuming a 40-hour work week, 52 weeks per year, this translates to an hourly wage of \$21.69 per hour. In 2015, the minimum wage in Washington is \$9.47 an hour, less than half the wage required to afford the fair market rent for a two-bedroom apartment.

As illustrated in Table 2-1, there is a discrepancy between annual income and the cost of housing which exceeds the affordable thresholds. During the course of the public forums for this comprehensive plan update, citizens expressed concern that residents at both ends of the life spectrum – young professionals returning from college and retiring seniors – do not have affordable housing options. The Housing Element responds to these concerns with goals and policies for the development of housing that meets the needs of the full spectrum of income levels in the City.

There are a number of factors that contribute to the cost of housing: the availability and cost of the land, the cost of the necessary infrastructure, the topography of the site, and the cost of building (including fees and permits). Additional factors that command a higher price of housing include the reputation of the Camas School District as one of the best districts in the region. For example, the Camas High School graduation rate in 2014 was 93 percent compared to 76 percent statewide, and the school was ranked 23 of 458 high schools in the state by US News & World Report (2015).

Because of the difficulty of creating affordable housing, it is important to maintain affordability for as long as possible in existing affordable housing and new housing built with public funding. Through various options such as flexible lot sizes, development agreements, and covenants, assurances can be made that housing will remain affordable and will target affordability for the life of the development or the zoning of the property. Additionally, all new housing developments of significant size should create a balance of housing types and densities in order to increase affordable housing throughout the community.

¹ U.S. Census Bureau, American Community Survey (ACS) 3-year estimate (2011–2013).

² National Low Income Housing Coalition, “Out of Reach 2015”

Senior and Special Needs Housing

According to the U.S. Census Bureau, “[b]y 2030, one in every five people living in the US will be over the age of 65. This aging of America is fueled by 72 million baby boomers aging through the life cycle in combination with a profound increase in longevity. Average life expectancy doubled from the mid-thirties in the 19th century to age 78 today [2015].”

In general, special needs populations include people who might require some assistance in their day-to-day living, such as people who are physically or mentally disabled, victims of domestic violence, and at-risk youth. The City encourages efforts to provide for those needs and to require a percentage of new housing developments to include universal design accommodations. Special needs housing should be integrated into Camas neighborhoods and have easy access to public transportation, shopping, medical facilities, and other essentials.

2.4 Goals and Policies

Housing goals and policies are established to ensure adequate housing is developed throughout the City to support residents of all ages and income levels. Goals and policies are presented for three housing categories:

- Citywide – establishes a broad housing goal and sets policies to be considered throughout the City
- Affordable Housing – focuses on the development of affordable housing
- Special Needs and Senior Housing – establishes goals and policies to address the particular needs of residents with special needs and seniors

2.4.1 Citywide Housing

Citywide Housing Goal

H-1: Maintain the strength, vitality, and stability of all neighborhoods and promote the development of a variety of housing choices that meet the needs of all members of the community.

Citywide Housing Policies

H-1.1: Provide a range of housing options to support all ages and income levels.

H-1.2: Support residential development that minimizes both impervious areas and minimizes site grading to retain the natural contours of the land. Low impact development (LID) strategies include conserving native vegetation in tracts and considering narrower streets, stormwater gardens, and other landscape practices that store and filter runoff.

H-1.3: Encourage use of the optional development codes (e.g., PRD, MXPD) in order to create a variety of housing types within new developments.

H-1.4: Require a percentage of newly created lots to include one or more of the following unit types (to be designated on the face of the plat):

- Single-story dwellings
- Barrier-free dwellings (consistent with Americans with Disabilities Act [ADA] guidelines)
- ADUs, to be constructed concurrent with primary dwellings

H-1.5: Ensure that housing in mixed-use buildings (or developments) will complement the commercial and retail portion of the development and increase local family-wage jobs.

H-1.6: Encourage in-fill development on vacant or underutilized sites, subject to design review guidelines, that have adequate urban services, and ensure that the development is compatible with the surrounding neighborhood.

H-1.7: Require all new housing developments to provide a range of housing types and sizes that are evaluated through the land use approval process and stipulated on the final plat.

2.4.2 Affordable Housing

Affordable Housing Goal

H-2: Create a diversified housing stock that meets the needs of all economic segments of the community through new developments, preservation, and collaborative partnerships.

Affordable Housing Policies

H-2.1: Support and encourage a wide variety of housing types throughout the City to provide choice, diversity, and affordability and promote homeownership.

H-2.2: Provide incentives and bonuses to encourage the development of affordable housing.

H-2.3: Any comprehensive plan designation change that increases residential capacity should require a quarter (25 percent) of the new units to be affordable to households earning 50 to 80 percent of Camas' MHI at the time of development.

H-2.4: All affordable housing created in the City should remain affordable for the longest possible term, whether created with public funds, through development agreements, or by regulation.

H-2.5: Participate in collaborative partnerships with various local and regional public and non-profit housing groups to ensure that affordable housing is provided throughout the City.

H-2.6: Provide financial assistance through collaborative partnerships to qualifying low-income residents to maintain or repair the health and safety features of their homes.

H-2.7: Conduct an affordable housing study in order to determine the number of existing affordable units and assess the need for additional units. Develop policies to implement recommendations of the affordable housing study.

2.4.3 Senior and Special Needs Housing

Senior and Special Needs Housing Goal

H-3: Encourage and support a variety of housing opportunities for those with special needs, particularly those with challenges relating to age, health, or disability.

Senior and Special Needs Housing Policies

H-3.1: Encourage special needs and senior housing to be dispersed throughout the community and close to public transportation, shopping, medical clinics, and other essential services.

H-3.2: Encourage and support social and health service organizations that offer programs and facilities to help persons with special needs remain in the community.

H-3.3: Treat residential structures occupied by persons with disabilities the same as residential structures occupied by a family or by non-disabled unrelated individuals.

H-3.4: Support and encourage the development of smaller (less than 1,000-square foot), single-story houses through the Multi-Family Cottage Overlay or other tools.

Natural Environment

The Natural Environment Element provides a policy framework for the protection and improvement of Camas' natural environment, an important element for the development of a sustainable city.



3 NATURAL ENVIRONMENT

3.1 Vision

In 2035, Camas appreciates and remains good stewards of its natural environment. A vegetated corridor provides habitat and safe passage for wildlife from Green Mountain to the Columbia River. Lacamas Lake is treasured as a unique and pristine resource. City policies preserve trees and natural areas.

3.2 Organization of Natural Environment Element

- Natural Environment Overview
- Goals and Policies
 - Environmental Stewardship
 - Critical Areas
 - Shorelines
 - Landscape Enhancement and Tree Preservation

3.3 Natural Environment Overview

The quality of life in the Pacific Northwest is often equated with the quality of the environment. Preserving the quality of the environment depends on individual, corporate, and government decisions, and on actions that are coordinated to minimize adverse environmental impacts.

The Natural Environment Element provides a policy framework for the protection and improvement of Camas' natural environment, an important element in the development of a sustainable city.

The City of Camas is committed to the concept of a sustainable urban environment and weighs the merits and costs of its environmental actions with other important demands such as public safety and recreation, public infrastructure, housing, and economic development.

The City has adopted a number of plans and development regulations to balance environmental regulations and public safety with economic development. These plans and regulations include:

- Camas Shoreline Master Program (July 27, 2015, Ord. 15-007)
- 2014 Parks, Recreation, and Open Space Comprehensive Plan (January 5, 2015, Ord. 15-002)
- Landscape Ordinance (CMC, Chapter 18.13) (Ord. 2515)
- Sensitive Areas and Open Space Ordinance (CMC, Chapter 18.31) (2008, Ord. 2515; amended in 2011, Ord. 2612)
- Title 16, Environment, Camas Municipal Code (2015, Ord. 15-007)
- LID policies in *Camas Stormwater Design Standards Manual* (Res. 1193, update in progress)

3.4 Goals and Policies

These goals and policies are established to ensure the preservation of the natural environment, consistent with the Camas 2035 Vision. Goals and policies are presented for environmental stewardship, critical areas (wetlands, critical aquifer recharge areas, frequently flooded areas, geologically hazardous areas, fish and wildlife habitat conservation areas, and historic and cultural resources), shorelines, and landscape enhancement and tree preservation.

3.4.1 Environmental Stewardship

One of the most demanding roles the City of Camas must fulfill is that of chief steward of the city's environment. The City has the authority to regulate land use and the responsibility to implement federal and state statutes. Therefore, the City must endeavor at all times to ensure that its environment is managed wisely. The City encourages the preservation, restoration, and improvement of the natural environment in all development.

Environmental Stewardship Goal

NE-1: To preserve Camas' natural environment by developing a sustainable urban environment and protecting habitat and vegetation corridors.

Environmental Stewardship Policies

NE-1.1: Consider the immediate and long-term environmental impacts of policy and regulatory decisions.

NE-1.2: Supply quality services to the community while ensuring resource conservation and ensure an environmentally safe workplace for City employees.

NE-1.3: Prepare, plan, and provide ongoing training for those responding to adverse environmental events.

NE-1.4: Establish citywide multi-modal connectivity to encourage non-motorized transportation in order to protect the City's air quality.

NE-1.5: Protect, conserve, and manage existing natural resources and valuable historic and cultural areas in order to ensure their long-term preservation.

NE-1.6: Encourage the preservation of the night sky through dark sky standards in development regulations and design guidelines.

NE-1.7: Limit clearing, grading, and soil disturbance outside building footprints in order to maintain the natural hydrologic functions of a site.

NE-1.8: Encourage the development of grading regulations that preserve the natural contours of undeveloped properties, natural vistas, and mature vegetated corridors.

3.4.2 Critical Areas

The critical areas goal and policies are intended to protect critical areas as identified by GMA. Camas' natural environment is composed of a variety of landforms, soils, watercourses, and vegetation. Protection and, where appropriate, restoration of these critical areas will ensure the preservation of Camas' natural environment and contribute to Camas' quality of life. Development on property that contains critical areas must comply with the goal and policies listed below, as well as the development regulations contained in CMC Title 16.

Critical Area Goal

NE-2: To preserve, maintain, and restore the City's critical areas to protect their function and values.

Critical Area Policies

NE-2.1: Use best management practices and best available science to preserve, protect, and, to the extent practicable, restore the biological health and diversity of Camas' critical areas.

NE-2.2: Preserve, and when appropriate, restore, aquatic and riparian habitats consistent with applicable regulations.

NE-2.3: Conserve and protect groundwater resources.

NE-2.4: Regulate land use and development so as to protect natural topographic, geologic, vegetative, and hydrologic features.

NE-2.5: Promote soil stability through the use of the natural drainage systems and protection of existing native vegetation.

NE-2.6: Minimize and control soil erosion during and after construction by using best management practices, best available science, and ecologically sustainable site design.

NE-2.7: Preserve and avoid areas with endangered, threatened, and sensitive species and species of local importance as required by local, state, and federal laws.

NE-2.8: Ensure that development throughout the City meets or exceeds standards and practices for long-term wetland protection and mitigation.

3.4.3 Shorelines

The 2003 Washington State Legislature enacted a law (Substitute Senate Bill 6012) requiring Washington cities and counties to amend their shoreline management programs by December 2011. In 2009, Camas, Battle Ground, Vancouver, Washougal, Ridgefield, La Center, Yacolt, and Clark County established the Clark County Coalition to update the shoreline inventory and encourage public participation in the updates of their shoreline management programs. The update of the Camas program involved monthly public outreach, regional open houses, and

Planning Commission and City Council sessions. The City also created an ad hoc committee to examine the proposed amendments and ensure that the locally significant policies remained intact.

The Camas Shoreline Master Program was amended in 2012 with Ordinance 2643 and Resolution 1250. A limited amendment to the wetland regulations was adopted in July 2015 with Ordinance 15-007.

Shoreline Goals (as provided in the Camas Shoreline Master Program)

SMP-3.1: To guide the future development of shorelines in the City in a positive, effective, and equitable manner consistent with the Shoreline Management Act.

SMP-3.2: To promote the public health, safety, and general welfare of the community by providing long-range, comprehensive policies and effective, reasonable regulations for development and use of the City's shorelines.

SMP-3.3: To ensure, at minimum, no net loss of shoreline ecological functions and processes and to plan for restoring shorelines that have been impaired or degraded.

3.4.4 Landscape Enhancement and Tree Preservation

The natural landscape and existing tree cover are important aspects of Camas' natural environment. Native, mature landscaping and trees contribute to the City's ecological health, supply valuable animal habitat, and enhance the community's natural beauty.

Landscape Enhancement and Tree Preservation Goal

NE 4: To protect Camas' native landscape and mature tree cover.

Landscape Enhancement and Tree Preservation Policies

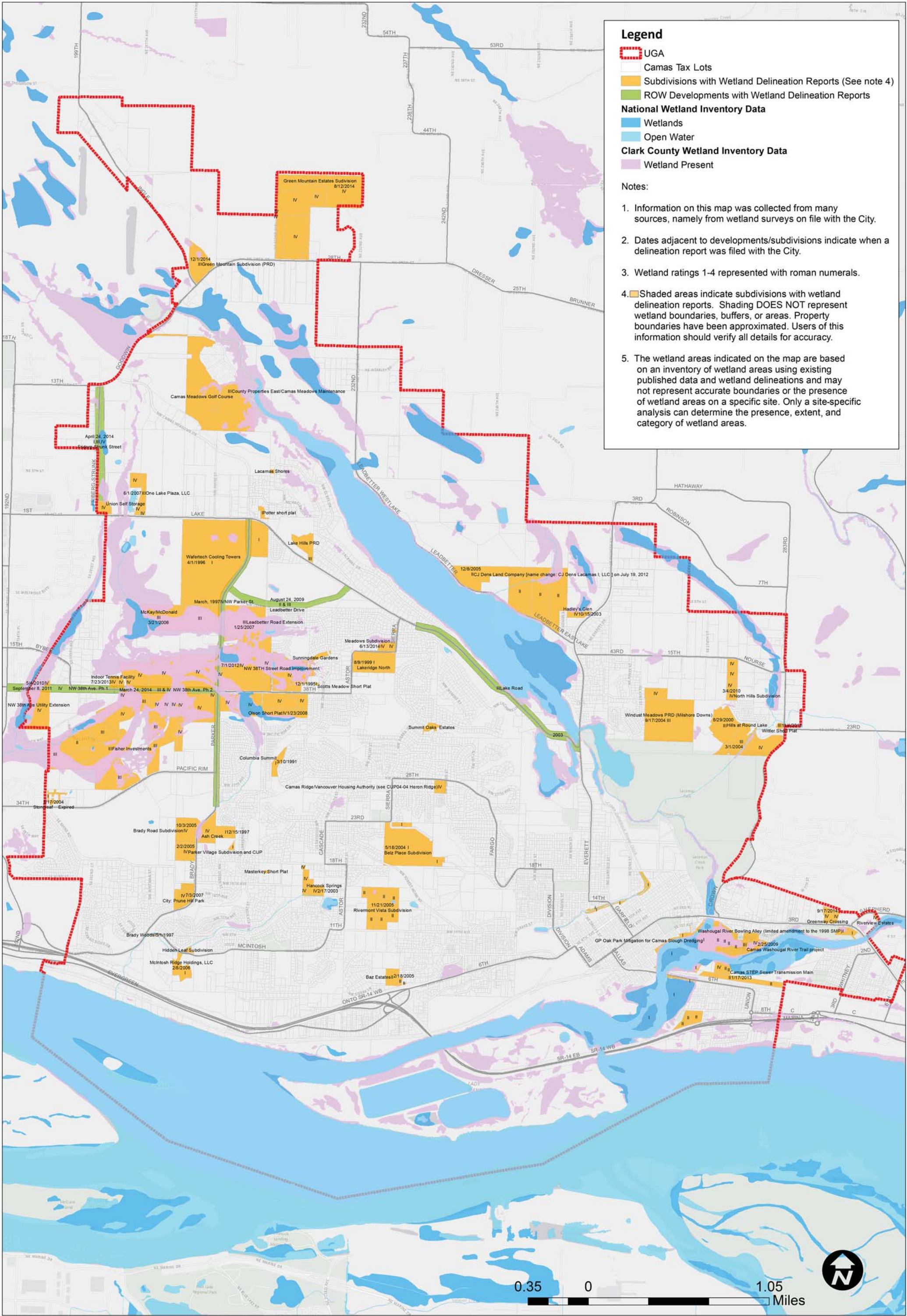
NE-4.1: Encourage the use of native plants in residential, commercial, and industrial landscapes in order to increase the implementation of low-impact site design.

NE-4.2: Prioritize management to eradicate aggressive non-native vegetation species.

NE-4.3: Analyze the tree canopy citywide and create a plan to encourage retention of significant tree cover.

NE-4.4: Develop a program to compensate for the loss of tree canopy coverage, when retention of mature trees within development sites is impractical.

NE-4.5: Develop a program of community education regarding healthy tree management and support the management of urban forest areas.



CAMAS WETLANDS MAP
Camas, WA. | Ordinance 16-010 Adopted June 2016

Transportation

The quality of life for many people is significantly affected by how well streets function for pedestrians, bicyclists, transit riders and motorists. The Transportation Element must balance the needs of all users.



4 TRANSPORTATION

4.1 Vision

In 2035, residents of Camas continue to appreciate their safe, diverse, and welcoming community as a livable place for people of all ages. Quality public facilities, services, and utilities contribute to their high quality of life.

4.2 Organization of Transportation Element

- Transportation Overview
- Transportation Goals and Policies
 - Streets
 - Walking, Bicycling, and ADA Mobility
 - Local and Regional Transit
 - Design and Low-Impact Development
 - Safety and Traffic Calming
- Transportation Demand Management
- Concurrency and Level of Service
- Transportation Revenue
 - Multi-Year Financing Plan

4.3 Transportation Overview

The quality of life for many people is significantly affected by how well streets function for pedestrians, bicyclists, transit riders, and motorists. The Transportation Element must balance the needs of all users.

The basic roadway system providing circulation to and from Camas is the federal and state highway system – Interstate 5, Interstate 205, State Route 14 (SR), and SR 500. The interstates link Camas and surrounding areas to Portland to the south as well as Olympia and Seattle to the north. SR 14 is the major east-west connection from Camas to I-205 and I-5. SR 500 provides access to the northern parts of the county. The City coordinates with C-TRAN, the area’s public transit provider, for transit stops and access.

The City recognizes the importance of coordinated and strong inter-jurisdictional action because transportation impacts do not stop at local boundaries. Amidst increasing congestion and limits on public resources, inter-jurisdictional coordination is necessary if the region is to achieve the land use and transportation vision contained in the Clark County *Countywide Planning Policies*. The City is a member of the Regional Transportation Council (RTC) and uses a regional model to project future trips based on proposed land use designations and projected population. This practice resulted in establishing the transportation elements needed to meet the level of service (LOS) standards throughout the City.

Transportation planning and operation priorities are found within the following documents, which are intended to support the goals and policies in this comprehensive plan update.

- *Design Standards Manual* (annual updates): This manual contains engineering design standards for the construction of roads, erosion control, grading, storm, sewer, water, and landscaping in the right-of-way.
- City of Camas Six Year Street Plan (annual updates): This list of street projects is organized in priority order.
- Traffic Impact Fee (TIF) Update (May 2012): The update identifies the areas impacted by projected growth and determines the transportation facility improvements needed to accommodate it.

4.4 Goals and Policies

4.4.1 Streets

Street Goal

T-1: Streets will function for all users including bicyclists, pedestrians, transit users, and motorists.

Street Policies

T-1.1: Maintain the livability of Camas through proper location and design of transportation facilities, consistent with the Camas Transportation Plan map and 6-year street plan (Appendix C).

T-1.2: Support the need for regular street maintenance, safety and efficiency improvements, and access management measures.

T-1.3: Construct streets that are interconnected and avoid long cul-de-sacs or dead ends. Block lengths should be less than 1,000 feet.

T-1.4: Maintain the transportation system at a level that preserves user safety, facility aesthetics, and the overall integrity of the system.

T-1.5: Provide attractive streetscapes through design standards that encourage appropriate traffic volumes, speeds, and multi-modal safety.

T-1.6: Minimize access to new development and redevelopment along the City's arterials, and consolidate access points when spacing is insufficient.

T-1.7: Include enhanced roadway features such as roundabouts, decorative lighting, and landscaping for gateways.

4.4.2 Walking, Bicycling, and ADA Mobility

Walking, Bicycling, and ADA Mobility Goal

T-2: The needs of bicyclists, pedestrians, transit users, and accessibility (ADA-compliant) will be considered in all street improvements and will be integrated in all collector and arterial roadway projects, including regular safe street crossings.

Walking, Bicycling, and ADA Mobility Policies

T-2.1: Enhance travel choices and provide pedestrian and bicycle routes designed especially for them, not simply along routes designed for cars. Route planning should seek shortcuts and other opportunities that give walking or biking advantages over the automobile.

T-2.2: Support opportunities to increase participation of school-age children in walking or biking to school to improve their health and reduce traffic congestion.

T-2.3: Include pedestrian and bicycle linkages in the construction of cul-de-sacs and other forms of dead-end streets. Existing dead-end streets should be retrofitted to provide bicycle and pedestrian linkages as practicable.

T-2.4: Recognize and support Complete Street³ implementation in all new and retrofit development to better the health of the community.

T-2.5: Coordinate with schools and the community to designate safe pedestrian and bicycle routes between residential areas, schools, and public facilities.

T-2.6: Increase wayfinding signage for outdoor destinations throughout the City.

T-2.7: Support enhanced pedestrian improvements in the downtown and other economic development areas.

³ Complete Streets are designed to provide safe access for all users (pedestrians, bicyclists, motorists, and transit riders of all ages and abilities).

4.4.3 Local and Regional Transit

Local and Regional Transit Goal

T-3: Regional transit will provide safe, efficient, and dependable service to our community.

Local and Regional Transit Policies

T-3.1: Coordinate with local municipalities, the Washington State Department of Transportation, adjacent counties, and C-TRAN to ensure that minimum roadway and multi-modal design standards are consistent.

T-3.2: Continue to advocate for quality regional transit services and an increase to service availability.

4.4.4 Design and Low-Impact Development

Design and Low-Impact Development Goal

T-4: The transportation system will be designed to support community character and environmental policies.

Design and Low-Impact Development Policies

T-4.1: Provide attractive streetscapes through design standards that encourage appropriate traffic volumes, speeds, robust landscaping, and safety for pedestrians and bicyclists.

T-4.2: Minimize cut and fill in roadway design and minimize restructuring the natural contours of the land.

T-4.3: Encourage the inclusion of LID design features (e.g., rain gardens, grass pavers, pervious pavement) in the design of private driveways, parking lots, and other road surfaces.

T-4.4: Continue implementing new strategies such as LED lights as a standard for new development and replacing existing inventory.

4.4.5 Safety and Traffic Calming

Safety and Traffic Calming Goal

T-5: Design and construct safe transportation facilities that meet applicable requirements.

Safety and Traffic Calming Policies

T-5.1: Encourage traffic safety through education, enforcement, and engineering.

T-5.2: Ensure that adequate access for emergency services vehicles is provided throughout the City.

T-5.3: Provide design standards that encourage appropriate traffic volumes, speeds, and pedestrian safety.

T-5.4: Incorporate safe pedestrian and bicycle routes between residential areas, schools, and public facilities in development.

T-5.5: Require new developments to implement design standards using the Neighborhood Traffic Management Plan.

T-5.6: Identify high accident areas, and implement specific measures to reduce their occurrence.

4.4.6 Transportation Demand Management

The City studies corridor and traffic impact fees to plan transportation management that keeps pace with growth projections. Growth assumptions are based on the RTC travel demand model. The demand management projects are included in the annual update of the City's list of capital improvement projects.

Transportation Demand Management Goal

T-6: Transportation planning will achieve the efficient use of transportation infrastructure, increase its person-carrying capacity, and accommodate and facilitate future growth consistent with land use objectives.

Transportation Demand Management Policies

T-6.1: Require large employers to implement a commute trip reduction program for employees, as mandated by the state's Commute Trip Reduction law.

T-6.2: Develop Complete Street design that is supportive of the use of alternative modes of travel and adopt engineering design standards consistent with these goals.

T-6.3: Support intergovernmental development review.

T-6.4: Support RTC with funding and staff participation to the extent possible.

4.4.7 Concurrency and Level of Service

Concurrency and Level of Service Goal

T-7: The City will maintain the adopted LOS standards for all arterials, transit routes, and highways.

Concurrency and Level of Service Policies

T-7.1: Encourage growth in areas with existing or planned infrastructure capacity.

T-7.2: Require new development to demonstrate that adequate person trips are available, or that multi-modal improvements to the transportation system are made to accommodate the impacts concurrent with the development.

T-7.3: Utilize traffic impact fee studies, development traffic impact analyses, and corridor studies to identify deficiencies and plan improvements to maintain or improve level-of-service standards.

T-7.4: The City strives to maintain a LOS standard during peak hours as follows. The following table is based on the most current *Highway Capacity Manual* (HCM) of the Washington State Department of Transportation.

Table 4-1. Transportation Level of Service

Level of Service	A/B	C	D	E
Intersections	N/A	Local Access	Collectors and Arterials	State Highways of Non-Significance
Roundabouts	N/A	Local Access	Collectors and Arterials	State Highways of Non-Significance

Table 4-2. Volume to Capacity Ratio

Volume to Capacity Ratio	0.85	0.9
Roundabouts	Local Access and Collectors	Arterials and State Highways of Non-Significance
Roadways Based on Average Speed	Collectors and Arterials	State Highways of Non-Significance

T-7.5: Take the following actions (not in priority order) if probable funding falls short of meeting identified needs:

- Delay development until programs, facilities, or services can be funded;
- Obtain needed revenue or revise the transportation plan to reflect known financial resources.
- As a last choice, change the transportation LOS standard.

4.4.8 Transportation Revenue

The City's transportation budget provides for capital improvements and the operation, maintenance, and preservation of the street system. The City also must plan for that portion of the improvements that is not funded by state or federal grants or loans and developer contributions. The budgeting decisions must include an analysis of the benefits and costs for priority areas.

Transportation Revenue Goal

TR-8: Maximize the use of state and federal funds for transportation capital, operating, service, and demand improvements.

Transportation Revenue Policies

T-8.1: Maintain a capital improvement plan that identifies construction and improvement priorities and funding.

T-8.2: Ensure that the transportation impact fee program responds to land use changes, so that connectivity occurs and new development pays its proportionate share of needed capacity.

T-8.3: Support the Pavement Management System to ensure cost-effective maintenance of transportation facilities and efficient use of public funds.

T-8.4: Develop equitable transportation impact fees by which land developers are assessed fair-share contributions for any transportation improvements.

T-8.5: Direct transportation funding primarily toward multi-modal improvements that will enhance safety and circulation within and between infill areas, schools, and employment centers within City limits.

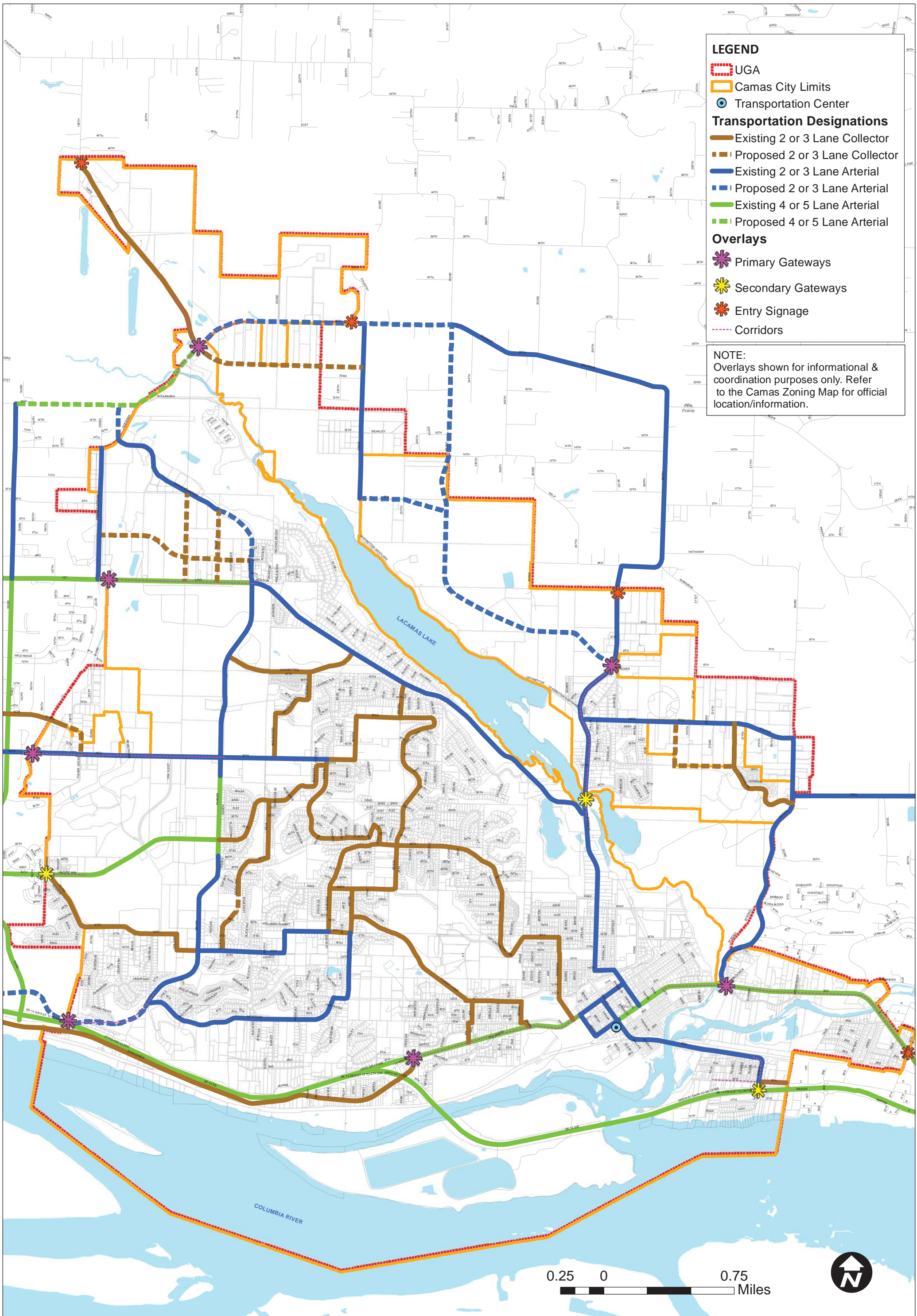
T-8.6: Focus transportation projects in economic development areas to act as catalysts for job growth.

Multi-Year Financing Plan

In previous years, the City relied heavily on Public Works Trust Fund loans, which are not currently available. The financing of capital transportation projects is prioritized along with the list of projects in the capital improvement plan, which is projected as a long-range plan for funding. The current capital improvement plan comprises Appendix D.

Revenues for roadway-related activities come from the following sources:

- General County revenue (e.g., property tax),
- Impact fees, and
- Distribution from state and federal sources (e.g., state gas tax allocations).



Public Facilities & Services

The City provides police, fire, and ambulance services as well as library services, water and sewer services, animal control services, and parks and recreation programs and facilities. The City also manages the City cemetery.



5 PUBLIC FACILITIES AND SERVICES

5.1 Vision

In 2035, Camas continues to have an excellent school system, an asset that draws families to the community. Students and their families enjoy the city's parks, trails, community centers, and other recreational opportunities. The library continues its vital role as a place of learning. Residents value well-funded police, fire, and emergency response services. Proficient government agencies maintain existing City assets and coordinate future development.

5.2 Organization of Public Facilities and Services Element

- Public Facilities and Services Overview
- Fire Protection and Emergency Medical Services
 - Policies and Recommended Actions
- Police Protection
 - Strategic Plan
 - Policies and Recommended Actions
- Camas Public Library
 - Strategic Plan
 - Policies and Recommended Actions
- Parks and Recreation Facilities
 - Comprehensive Plan
 - Goal and Policies
 - Impact Fees
- City Cemetery
 - Operations and Maintenance
 - Policies
- Animal Control
 - Policies
- Other City Facilities
 - Policies and Recommended Actions
- City Utilities
 - General Utilities
 - Water Services
 - Surface Water
 - Groundwater Wells
 - Sewer System and Service
 - Stormwater Drainage
 - Solid Waste
- Capital Improvement Plan
 - Policies and Recommended Actions
 - Project List (2016–2035)
- Franchise Utilities
 - Existing Conditions and Future Needs
 - Franchise Utility Summary
- School Districts
 - Capital Facilities Plans and Impact Fees

5.3 Public Facilities and Services Overview

The City provides manifold services to its residents. They include police, fire and ambulance, library, water, solid waste, and sewer services. The City also constructs and maintains parks and recreation facilities. In addition, the City issues building and development permits and manages the City cemetery. While the City also constructs and maintains streets and other public improvements, transportation is a standalone element and is not included in the Public Facilities and Services Element.

This element includes the goals and policies for public facilities and services to be provided concurrent with anticipated growth. The element also identifies strategic plans and actions to maintain or improve services. The identified goals and policies were given consideration based on a framework of budgetary and operational guidelines as described throughout this element.

5.4 Fire Protection and Emergency Medical Services

The Camas-Washougal Fire Department (CWFD) covers 20 square miles and 33,000 residents for fire protection and approximately 80 square miles and 65,000 residents for paramedic services. On July 13, 2011, the Camas and Washougal fire departments were consolidated into one agency through a contract for service. Under this agreement, the departments operate under one chief and combine all operational staffing in an effort to improve efficiency and lower expenditures. CWFD averages approximately 5,000 fire and medical calls annually.

The CWFD is the only fire department in Clark County that provides ambulance transport services. This added responsibility requires our firefighters to be highly skilled in emergency medical services along with fire suppression techniques. CWFD services include fire suppression, public education, inspection, prevention, and code enforcement activities.

5.4.1 Fire Protection and Emergency Medical Services Policies and Recommended Actions

FE-1: Plan for fire and emergency medical services to include adequate land, building, and equipment to effectively serve the geographic area of the city north of Lacamas Lake (North Shore).

FE-2: Continue to provide advanced life support emergency medical services at present levels and at increased levels as necessary.

FE-3: Continue to ensure the installation of commercial fire sprinklers where required by code and to strongly encourage their use when installation is optional.

FE-4: Seek the appropriate funding levels to maintain fire facilities to include all fire apparatus at levels to best serve the community. Fire apparatus means (and includes) fire suppression equipment such as engine, water tenders, brush trucks and command officer vehicles.

FE-5: Maintain the requirement that all new residences install fire sprinkler systems.

5.5 Police Protection

The Camas Police Department operates a full-service police department from one location at 2100 NE 3rd Avenue, just east of the downtown core. This facility was built in 1998 and is 15,000 square feet in size. Included in the facility is a 1,500-square foot community/training room. The facility is served by a backup generator.

5.5.1 Police Protection Policy

PP-1: Plan police annex facilities at strategic locations; these are preferred over a separate, new full service police facility.

5.6 Camas Public Library

Since 1929, the City of Camas has maintained an independent municipal library. Camas chose to keep its library when the Fort Vancouver Regional Library (FVRL) was established in the 1960s. FVRL is a junior taxing district that serves Clark, Skamania, and Klickitat counties and the City of Woodland in Cowlitz County.

The Camas Library building, constructed in 1940, was fully remodeled in 2002, with 27,000 square feet of space to provide access to books, CDs, DVDs, and other materials. The expanded library space includes meeting rooms, study spaces, and an art gallery. The library also has more than 20 computers and free Wi-Fi for public use.

The library has additional support from the Friends & Foundation of the Camas Public Library. This non-profit group is a source of volunteers and raises funds for items not covered by the City budget in order to sustain the library's high level of service.

The library's physical collection contains more than 100,000 items including books, DVDs, CDs, and portable MP3 players. The library's online collection includes thousands of eAudio and eBooks, digital magazines, and over 30 research databases that are available any time from any device. The library expands its collections through a cooperative partnership with the FVRL. The library is a member of the Metropolitan Interlibrary eXchange (MIX), so residents of Camas can go to a library in Multnomah, Hood River, Washington, or Clackamas counties in Oregon and use those libraries for free. Additionally, through World Cat, the library provides access to the holdings of Washington libraries and libraries around the globe.

5.6.1 Camas Public Library Strategic Plan

The library's future is outlined in its strategic plan, which is generally updated every 3 to 5 years. The current plan was adopted on February 2, 2012 (see Appendix E).

5.6.2 Policies and Recommended Actions

CPL-1: Plan and construct a library to serve the west side of the City, in the area of Green Mountain.

CPL-2: Explore opportunities for furthering regional cooperation, not limited to consolidation with FVRL.

5.7 Parks and Recreation Facilities

Camas' parks and recreation facilities include the Lacamas Lake Lodge and Conference Center, Camas Community Center, Camas Municipal Pool, Scout Hall, 14 parks, 22 miles of trails, and over 600 acres of open space.

Camas has a highly developed park system that supports a broad range of recreation interests. As confirmed through the public involvement process, the community places a high value on its park system and is interested in adding recreational facilities to supplement the existing offerings.

5.7.1 Parks and Recreation Facilities Comprehensive Plan

In December 2014, the City adopted a comprehensive plan for parks and recreation facilities (see Appendix F). The *Parks, Recreation and Open Space Comprehensive Plan Update* (PROS) includes goals and objectives related to physical park planning, management and operations, recreation programs, and public involvement.

The focus of the 2014 PROS plan was to maximize the use of existing sites and facilities, while targeting locations where new parks are needed to serve areas of planned growth.

5.7.2 Parks and Recreation Goal and Policies

Parks and Recreation Goal

Preserve and enhance the quality of life in Camas through the provision of parks, recreation programs, recreational facilities, trails, and open spaces.

Park Policies and Recommended Actions

The PROS document includes a detailed list of future park and recreation projects and services. Section 6 of the PROS plan describes park operations and standards for maintenance. Section 7 includes a list of project priorities, potential funding sources, and a 6-year park capital improvement plan. The development of new indoor recreation space and aquatic facilities (e.g., community center) is one of the top priorities listed in this section of the plan (refer to the PROS plan, page 7-3 Project Priorities, and page 3-11).

5.7.3 Park Impact Fees

With economic recovery in progress, the speed of new development, particularly within the expanded City limits in the North Shore area, will increase. Camas receives impact fees paid by new development for park, trail, and open space improvements that increase the capacity of the system. The expenditure of the collected fees will be applied to the total costs of implementing projects that are identified in the PROS Plan project list, and as further refined by the City's Capital Improvements Plan.

Policies for Approval of Park Impact Fee Credits

The City encourages private development of parks and trails when they serve all residents and to support a healthy lifestyle. In these situations, the City allows the crediting of park impact fees when private development projects propose to build a park, trail, or open space connector that is identified in the adopted PROS plan. In general, the credit is based upon the actual cost estimate of park development and construction. For consideration of park impact fee credits, the park must be consistent with the comprehensive plan and the following policies:

PIF-1: Acquire land for park development with the intent of developing open spaces as active use areas, or as a special use park.

PIF-2: Ensure every neighborhood has a park within walking distance (about a half mile). In places where little vacant land exists for a park site, the City should partner with the school district to develop recreational facilities on school playgrounds.

PIF-3: Ensure creditable parks are no smaller than 3 acres, with the optimum being 5 to 7 acres.

PIF-4: Ensure at least 75 percent of the park site is usable for active recreation, and provide space for both active and passive uses. A minimum of 3 acres should be developed and maintained as detailed in the PROS plan.

PIF-5: Encourage the development of a community park (7 to 10 acres in size) that contains the normal neighborhood park facilities, plus specialized recreation areas such as sport fields or indoor recreation facilities.

PIF-6: Develop trails that are universally accessible as the standard for public and private projects. Work to establish a parks and recreation design standards manual.

5.8 City Cemetery

The Camas Cemetery is an important historic and aesthetic resource for the City of Camas. Located adjacent to Lacamas Park, it is a peaceful resting place for our loved ones, a quiet place for reflection, and an addition to our open space network. The *City of Camas 2009 Cemetery Master Plan* was developed to support this important resource and guide the City's efforts to manage the cemetery.

In 1883, the Camas Colony Company, formed by Henry Pittock, the publisher of *The Oregonian*, and a group of investors, sought land near La Camas Lake (Lacamas Lake) on which to establish a newsprint-producing paper mill. The company platted the cemetery in 1885, shortly after establishing the mill, but their temporary layout markers and plats were lost. Although there is uncertainty over the early years, many believe the land the cemetery now occupies was originally owned by Donald Stearns, a close associate of Pittock.

The Women's Civic Club maintained the affairs of the cemetery from 1910 through 1914. In 1914, a deed was recorded giving ownership of the cemetery land to the recently incorporated City of Camas, granted by the Pittock and Leadbetter families. The City operated the cemetery for 6 years until the Camas Cemetery Association was formed; the association operated the cemetery for more than 80 years, doing most of the work in creating what we know today as the Camas Cemetery. Ownership and operation came full circle and were transferred back to the City of Camas in 2007.

Throughout its history, several local cemeteries have incorporated their graves into the Camas Cemetery. The Camas Catholic Cemetery relocated a number of its graves and erected a memorial listing the names of all those moved. Many other graves were also relocated to the Camas cemetery over the years, including one of the oldest-dated headstones, belonging to the Karnath family.

5.8.1 Cemetery Operations and Maintenance

The City's Parks maintenance crew maintains the grounds, marks the gravesites, inspects the sites after service, and marks out and inspects marker installation. The crew also inter remains in a grave plot or niche wall without a service, and, along with the Finance Department, administers lot sales. Burials that involve a service, headstones, and markers are the responsibility of the funeral home. The City provides a license (revocable grave digging permit) for contractors to dig graves and place markers under the supervision and authority of the funeral home.

The data below list general information as of August 2015:

- 5,731 burials to date.
- 470 cremated remains placed in lots or niche walls. Based on observed data base errors, this number is presumed to be low.
- 827 veterans interred in the cemetery, according to the Veterans of Foreign Wars, which maintains data about the burials of veterans.

Over 1,500 lots are currently available for purchase at the Camas Cemetery.

5.8.2 City Cemetery Policies

CEM-1: Develop a robust and trustworthy database of burial information.

CEM-2: Meet residents' service expectations.

CEM-3: Make the cemetery financially stable and reduce dependency on the general fund.

CEM-4: Maximize the developed and undeveloped property for cemetery use to meet future burial needs and trends and provide economic stability to the cemetery fund.

CEM-5: Develop a strong volunteer and donation program.

5.9 Animal Control Services

The City has contracts with the City of Washougal for animal control services in Camas. Dog owners in Camas are required to pay a one-time lifetime license fee (CMC 6.08.030), which means that the license does not need to be renewed annually as is typical in other jurisdictions.

5.9.1 Animal Control Policies

AC-1: Continue partnership with the City of Washougal in regard to animal control.

AC-2: Explore opportunities to support the expansion of the Humane Society facility and staffing to accommodate future growth.

AC-3: Explore the development of dog parks within special use park areas to balance the needs of pet owners and other park users.

5.10 Other City Facilities

Other City-operated buildings include the Camas Municipal Center and the Operations Center.

Located downtown at 616 NE 4th Avenue, the Camas Municipal Center, constructed in 1967, houses a number of general governmental services in approximately 25,000 square feet of space. These services include administration, building, engineering, finance, planning, and public works. The east end of this building serves as a fire and EMS station. Space for meetings, whether small staff meetings or larger public events, is at a premium. Expansion plans should include flexible space that could be used for both purposes.

5.10.1 Policies and Recommended Actions

OCF-1: Develop an expansion plan (e.g., new municipal facility) as a top priority because, as growth in general governmental services occurs, the current facility will not accommodate additional personnel.

OCF-2: Consider additional meeting spaces for staff and the public when designing an expansion or building a new facility.

OCF-3: Ensure that the municipal building and primary services remain downtown, in the heart of the City.

5.11 City Utilities

City utility services include water, sewer, stormwater, and solid waste disposal.

5.11.1 General Utilities

General Utility Goal

Provide utility services to all businesses, residents, and properties in the City limits. In urban areas, eliminate private water and sewer/septic systems, including wells used only for irrigation.

General Utility Policies

U-1: Where service is available, require connection to public water for domestic and irrigation needs and connection to sewer systems. The intent is to not wait for the malfunction of a well or septic system if service is available.

U-2: Prohibit construction of new private wells and subsurface sewage disposal systems in new developments.

U-3: Eliminate the introduction of groundwater and surface water into the sewer system.

U-4: Within UGAs, the City should be the sole provider of urban services.

U-5: Do not extend utilities without annexation or commitments for annexation. Exceptions may be made in cases where human health is threatened. In areas where utilities presently extend beyond City limits, but are within UGAs, the City should plan development jointly with the County. A joint development must be consistent with City standards.

U-6: Coordinate plans for providing public utility services in UGAs and rural areas with plans for transitioning undeveloped land to urban uses.

U-7: Plan public utility services so that service provision maximizes efficiency and cost effectiveness and ensures concurrency.

U-8: Coordinate City activities with other entities, to the greatest extent possible, to provide services within the urban area.

5.11.2 Water Services

The City's current *Water System Plan* (see Appendix G, adopted June 2010) provides the overall framework for managing and expanding the water system. The City is drafting an update to the plan, which should be adopted in 2016. The updated report will describe the existing water supply and distribution system, as well as proposed improvements necessary for serving the land in the north and west portions of the study area that either have been, or are proposed for, annexation to the City.

The City owns and operates a Class A water system which, in 2014, served 7,928 customers. The system obtains water from two surface water sources (Jones Creek and Boulder Creek, which are located on the south side of Larch Mountain, northeast of the City) and from ten wells. All water is treated with chlorine for disinfection, fluoride for dental health, and sodium hydroxide to reduce the corrosion of copper piping to meet state and U.S. Environmental Protection Agency (EPA) standards. Water pressure and fire flows are maintained throughout the service area with seven distribution reservoirs totaling 8.45 million gallons of storage capacity, nine booster pump stations, and over 140 miles of pipe. Because of the City's varied topography, there are five main pressure zones and 11 secondary pressure zones located throughout the City.

The City currently has municipal water rights issued by the Washington State Department of Ecology (Ecology) for two surface water sources and nine groundwater sources. The combined water right on instantaneous quantity basis (Qi) from all of the City's sources is 14,045 gallons per minute (gpm). The annual withdrawal allocated to the City is 11,090 acre feet.⁴

The City's water system is depicted on the water system map included in Appendix G.

5.11.3 Surface Water

The surface water from Jones Creek and Boulder Creek is used to supply water to the City from November 1 through May 14. These water sources are used during that time to minimize the pumping required from groundwater sources. The low silica characteristics of the surface water also make it very desirable for use by high-tech manufacturing facilities. A new slow sand filter water treatment plant began construction in 2015 and was completed in 2016. The new plant will replace the existing surface water disinfection system and the water filtration plant located near Lacamas Lake that was taken out of service in 2010. The new plant and transmission facilities ultimately will be capable of providing approximately 2.2 million gallons of water per day.

The Jones Creek and Boulder Creek watershed consists of approximately 1,700 acres of mature forest land that is used by the City to collect water through water intake facilities. The City acquired this property in five individual transactions between 1923 and 1950. The property is generally split into two principal drainage basins, with Boulder Creek draining the westerly half and Jones Creek draining the easterly half. Both creeks are large streams that have public water intakes and are fed by numerous tributaries. A forest management plan has been established for the property and prescribed logging in the watershed began in 2014. Other transmission improvements and maintenance activities necessary to operate the water intake facilities have been constructed or are under design.

5.11.4 Groundwater Wells

The City operates 10 groundwater wells. Wells 7, 8, 10, 11, and 12 are located on SE Sixth Avenue, in the eastern downtown area, and are referred to as the Washougal Wellfield. Well 6 and Well 14 (completed in 2010) are located farther east along SE Sixth Avenue near the Camas/Washougal border. Well 5 is located south of Well 6 on SE Eighth Street. Well 9 was completed in August 2000 at a capacity of 650 gpm and is located on NW 38th Avenue near Parker Street. Well 13 was completed in June 2008 and is located just south of downtown on First Avenue. Wells 1, 2, 3, and 4 are abandoned.

Level of Service Criteria for Water Services

The 2011 *Clark County Coordinated Water System Plan Update*, along with the City's *Design Standards Manual*, are used to guide the design and construction of the water system. The City is updating its water system plan with an adoption date in 2016. The current plan (adopted June 2010) provides the overall framework for managing and expanding the water system.

⁴ An acre-foot is the volume of 1 acre of surface area to a depth of 1 foot. According to the Water Education Foundation (<http://www.watereducation.org/general-information/whats-acre-foot>), covering 1 acre to a depth of 1 foot would require about 326,000 gallons of water.

Current Deficiencies/Excess Capacity of Water Services

The Camas water system meets or exceeds the LOS criteria identified above with limited exceptions. Because of the City's varied topography, limited pockets periodically have water pressure in excess of 100 pounds per square inch (psi). Adequate storage and treatment is available to meet the on-going needs of the City. System improvements are scheduled to maintain this LOS. The City undertakes an update of the water system plan every 6 years per Department of Health regulations, and an update is anticipated to be completed in late summer 2016.

Water Services Policy

WS-1: Extend adequate public water service throughout the City's urban areas. An adequate public water system is one that meets Washington requirements and provides minimum fire flow as required by the Fire Marshal.

WS-2: Provide safe, clean, high quality drinking water to residents.

WS-3: Ensure water infrastructure is designed to City standards and is in place prior to land development.

WS-4: Maintain sole responsibility for providing water within the UGA, and require that all new construction connect to the City's system.

WS-5: Coordinate with Clark County or other purveyors to eliminate private systems in accordance with the *Clark County Coordinated Water System Plan* (2011).

WS-6: Coordinate with the County and the cities of Vancouver and Washougal to protect groundwater from contamination.

5.11.5 Sewer System and Service

The City owns and operates a secondary sewage wastewater treatment plant (WWTP), over 100 miles of sanitary sewer piping, 23 pump stations, and over 3,200 individual septic tank effluent pumping/gravity systems. The sewer system served 7,368 customers in 2014. All domestic, commercial, and industrial waste flows are treated at the WWTP. The plant is a conventional activated sludge treatment plant built in 1972 and upgraded in 2000 and again in a phased expansion in 2010 through 2014. The WWTP has a maximum monthly average flow of 6.1 million gallons per day (mgpd), and a peak hour flow rating of 13.44 mgpd. The City's public sewer system is depicted on the sewer system map included in Appendix H. The WWTP consists of primary screens, primary clarifiers, aeration basins, secondary clarifiers, ultra-violet disinfection, effluent filters, and anaerobic digesters. The effluent from the WWTP is discharged into the Columbia River.

The sewage collection system generally comprises two types of systems. The first is a standard gravity collection system where residential, commercial, and industrial sewage is collected through a series of ever-larger gravity lines and directed to the WWTP. The second is a septic tank effluent pumping (STEP) system where each residential, commercial, or industrial customer has its own septic tank and pump. Solids are collected in the septic tanks, which are owned and maintained by the City. Solids are pumped out of the septic tanks approximately once every 8 years. The sewer effluent (liquid) is pumped from each individual tank into a larger system of force mains and pumps and directed to the WWTP.

Sewer Level of Service Criteria

The sewage disposal system and treatment plant serving the City are designed and regulated in accordance with the *Criteria for Sewage Works Design Manual* issued by the Department of Ecology. The manual guides the design of sewage collection and treatment systems. The 2007 *General Sewer/Wastewater Facility Plan* and the associated 2015 *General Sewer Plan Amendment* provide the overall framework for managing and expanding the sewer collection system and the WWTP. Additionally, the plan and amendment include information about the system, the capital improvement plan, and the finance plan.

Current Deficiencies/Excess Capacity

Collection System – The capacities of the City collection system pipelines and pump stations are adequate to serve existing flow rates. Capacity expansions will be necessary as the area's tributaries to each sewer basin continue to develop. Pump station and pipeline expansions are guided by the *General Sewer Plan* (Appendix H), and by actual loads and flows entering their respective sewer basins.

Wastewater Treatment Plant

The WWTP underwent an extensive phased upgrade which was completed in 2014, expanding its capacity to meet the 2025 population projections based on the 2007 Comprehensive Plan. Future upgrades are identified in the *General Sewer/Wastewater Facility Plan* and in the 2015 *Amendment* to provide service to the full build-out of the UGA.

Sewer Infiltration/Inflow Analysis

An infiltration/inflow (I/I) analysis was conducted with the 1997 *City of Camas Wastewater Facilities Plan* to identify and prioritize the inflow of groundwater into the sewer system. An updated analysis was completed in 2015 and 2016. This is an important element to control and reduce as increased flow due to rainfall or high groundwater uses needed capacity at the WWTP and makes the influent more difficult to treat. Since 1998, the City has invested in removing the major sources of I/I identified in the study and has a plan to continue the I/I reduction program.

Policy for Sewer Services

SS-1: Extend public sanitary sewer service, which is required within urban areas, throughout urban areas. Service may be provided outside urban areas to serve areas where imminent health hazards exist.

SS-2: To reduce maintenance and power costs, use traditional gravity sewer systems (in lieu of STEP systems) to serve future customers to the greatest extent possible.

SS-3: Coordinate with Clark County to eliminate septic systems.

5.11.6 Stormwater Drainage

The City owns and maintains a stormwater conveyance system that drains approximately 7,500 acres. This storm system includes approximately 75 miles of stormwater conveyance pipe, 1,800 stormwater inlets and catch basins, and approximately 25 City-owned treatment and detention facilities, including underground treatment vaults, detention ponds, biofiltration swales, and wet ponds. The system also includes numerous culverts and drainage channels. All stormwater pipelines are separate from the City's sanitary sewer system. The City has a longstanding policy of requiring commercial and residential stormwater facilities to be privately owned and maintained. As part of its March 2010 stormwater code update, the City retained this policy and codified it under CMC 14.02.200 Ownership and Maintenance. As such, there are approximately 110 private stormwater facilities within its boundaries.

The City's stormwater management area includes three major watersheds: the Columbia River, the Washougal River, and the Lacamas Lake watersheds. All surface water and piped stormwater conveyance systems drain to one of these water bodies through a network of interconnected drainage channels, creeks, and storm pipes. Each of these main drainages has distinct and important sub-basins that have critical collection points.

The City became a Phase II National Pollutant Discharge Elimination System (NPDES) permittee in 2007. The City must meet all management and maintenance requirements outlined in its NPDES permit and the permit requirements continue to get more stringent and consume more of the City's resources. The City created a stormwater utility in 1989 and continues to refine the utility goals and rate structures to meet the permit requirements and serve the community. Stormwater management strategies are designed to meet the City's goals and objectives as described in the City's 2013 *Comprehensive Stormwater Drainage Plan* (Appendix I). The key strategy relating to stormwater is to support economic development while protecting the environment. More recent requirements through the City's NPDES permit require all development to consider, and use where possible, LID strategies. The City is drafting LID regulations for adoption in 2016.

The City storm drainage system is shown on the storm drainage system map included in Appendix I.

Stormwater Policies

SW-1: Provide a stable funding source to meet NPDES Phase 2 requirements.

SW-2: Inspect homeowner association and other private facilities, and provide directions and standards for repair.

SW-3: Meet water quality standards by providing best management practices for development activities.

SW-4: Establish baseline flows on each drainage basin or sub-basin for the analysis of deficiencies.

SW-5: Develop standards that would reduce the amount of impervious surface on new construction, including the creation and adoption of LID standards.

SW-6: Require new development or redevelopment to comply with the *Camas Stormwater Design Standards Manual* and design criteria.

SW-7: Protect natural stream courses for water quality.

SW-8: Manage stormwater to safely pass surface water and maintain water quality of lakes, streams, and rivers.

5.11.7 Solid Waste

The City owns and operates its own solid waste utility which provides for the collection and transfer of solid waste refuse to the Clark County-owned Washougal Transfer Station. The City is responsible for managing garbage collection within the Camas boundaries. The City has established universal compulsory solid waste collection, requiring all residents and businesses to maintain solid waste service. The City contracts with Waste Connections of Washington to provide recycling and yard debris management, collection, and disposal. The City also contracts with Waste Connections to provide large container service (larger than 2 cubic yards) to account holders with greater solid waste handling needs.

All cities and towns in Clark County have delegated responsibility for solid waste transfer and disposal planning to the County through 2021, including Camas. The adopted Clark County Solid Waste Management Plan (CSWMP) of 2015 is updated regularly and reviewed by the County Solid Waste Advisory Commission. Agreements between Clark County and its cities commit each to the plan and to the plan's waste disposal system. Counties and cities in Washington are required by RCW 70.95 to:

- Prepare and maintain coordinated comprehensive solid waste management plans
- Determine the nature and extent of various solid waste streams (for example, from households, industries, offices, etc.)
- Establish management strategies for the handling, utilization, and disposal of solid waste
- Identify waste reduction, source-separated recycling, and waste separation programs as priority management tools

Waste Connections of Washington is responsible for managing collection services within the Camas boundaries for recyclable materials. There are no permanent solid waste facilities within the City of Camas; facilities are located throughout the County. Clark County entered into a 10-year contract with Columbia Resource Company (CRC), owned by Waste Connections of Washington, in 2010 to recycle solid-waste materials collected and delivered to transfer and recycling stations, with the remaining non-recycled wastes transported for final disposal to CRC's Finley Buttes Landfill. Waste is compacted into intermodal containers and transported upriver by private barge, then trucked to the landfill. Over half of the waste generated in the County is recycled or recovered, with the remainder disposed of in landfills. In 2012, the total waste stream for the County was 665,766 tons, of which 359,169 tons were recycled, or 53.9 percent. Since 2003, pounds per person per day landfilled has declined from 3.40 to 2.94 pounds, similar to the national rate of 2.90 pounds per capita landfill disposal. However, even as the percentage of waste that is recycled has increased, the total waste per capita—recyclable and nonrecyclable—has also increased, requiring additional resources to collect, sort, transfer, and convert to a recycled product or landfill.

Total waste generation is expected to continue to increase in Camas and across the county as the population grows. The County has projected a 1.3 percent increase in total waste per year, including a 1.6 percent increase in landfill tonnage and a 2 percent increase in residential recycling tonnage. At these rates, the County projects an increase from 665,766 tons total waste countywide in 2012 to 789,819 tons in 2034. Camas's total waste generation can be expected to increase at a higher rate due to the higher population growth rate forecasted for the City relative to the County. The County has evaluated the capacity of its transfer stations and landfills and concluded that they can accommodate the projected waste increase through 2034.

The CSWMP establishes several overall goals for waste management over the 2015-2020 timeframe including:

- Increase recycling rate to 55 percent and the total diversion rate to 70 percent.
- Reduce per person per day landfilled volumes by 5 percent.
- Reduce total amount of waste generated per person per day by 5 percent.

Camas will work with the County towards these goals by implementing the specific objectives of the CSWMP.

Solid Waste Policies

SOW-1: Provide for solid waste service throughout the City through continuance of self-collection of solid waste and contracting with private waste management companies to provide recycling and yard debris collection options.

SOW-2: Continue a system of universal compulsory solid waste collection.

SOW-3: Implement the CSWMP. Reduce the total production of waste, increase the recycling rate of waste that is produced, and properly manage and dispose of waste that is not recycled. Provide education and outreach to businesses and the public on benefits and opportunities for waste reduction and recycling. Focus on residential recycling rates to improve participation rates similar to the rest of the County.

5.12 Capital Improvement Plan

Capital improvements include major projects that exhibit certain characteristics – large in size, fixed in nature, having a long life – and require the expenditure of significant funds over and above annual operating expenses. Capital improvements are defined as items planned, purchased, constructed, or otherwise acquired for the betterment of the community which add physical value to the City.

The projects identified for inclusion in the capital improvement plan will be categorized into one of the following areas:

- Street
- Stormwater
- Water
- Sewer
- General Government (i.e., City departments)
- Police
- Fire and Emergency Service
- Library
- Parks and open space
- Solid waste
- Cemetery

5.12.1 Capital Improvement Policies and Recommended Actions

CIP-1: Update the capital improvement plan biannually and include a statement of projected costs and sources of revenue.

CIP-2: Ensure that capital improvements are for the betterment of the community and add physical value to the City.

CIP-3: Put any earnings from bond proceeds toward the debt service fund reserved for the future repayment of debt directly for enhancement of the project.

CIP-4: Dedicate all or a portion of the first year of property taxes generated from newly incorporated areas to the Capital Fund.

CIP-5: Dedicated funds and bonds may be used to fund essential capital improvement projects such as police, fire, and general municipal structures.

CIP-6: Use voted, general obligation debt for discretionary projects such as recreation and library facilities.

CIP-7: Give priority to those projects that support the core services provided by the City.

CIP-8: Assure consistency of capital improvement plans with the adopted Comprehensive Plan map and evaluate if funding is adequate to provide necessary public facilities and services to implement the plan.

5.12.2 Capital Improvement Plan – Project List (2016–2035)

The list of capital improvement plan projects is a complete catalogue of all projects that have been identified in various planning documents. The implementation dates and associated costs listed for the projects are tentative and should be viewed as such, but the dates are invaluable as a long-term planning tool. Appendix D contains the project list, which will continue to be updated bi-annually.

Financing of Listed Projects

Financing a capital improvement plan is a complex issue. Anticipating the future availability of financial resources to fund projects cannot be accomplished with any degree of certainty. Nonetheless, an analysis of what resources appear to be available for such long-term purposes is needed since most of the projects listed would be considered long-term and would have a significant impact on future resources. This section will provide the “best guess” as to how the long-range capital needs of the City of Camas might be financed.

Capital Improvement Plan Goal

The City will produce a viable, yet realistic, capital improvement plan which, when administered, will provide the necessary facilities and services to the citizens of the community.

5.13 Franchise Utilities

One of the evaluation criteria used in defining the UGA was that urban services would be available concurrent with all development. These services include all utilities that are privately and publicly provided. This section addresses the privately provided facilities.

GMA requires all comprehensive plans to include an element describing existing and proposed utilities, including power, gas, and telecommunication facilities. For the City of Camas, power is provided by Clark Public Utilities, gas is provided by Northwest Natural, and telecommunication facilities are provided by companies such as Verizon, Frontier, and others. All utilities are regulated by the Washington Utilities and Transportation Commission (WUTC).

Typically, utility providers, with the primary responsibility of serving their customers, have worked with the City. Although each utility must plan the distribution of its services, siting facilities within existing corridors has become increasingly important. Also, given heightened environmental protections and community design standards, more coordination is necessary. Likewise, the City supports programs that encourage energy and resource conservation.

5.13.1 Existing Conditions and Future Needs

This section summarizes general information pertaining to the existing utilities in the City. It does not inventory the capacity of the existing system since that information is unavailable.

Electrical

Clark Public Utilities indicates there is ample capacity to meet existing demand for areas within both the incorporated City limits and the UGA.

Natural Gas

Delivery of natural gas to Camas and its UGA is provided by Northwest Natural. The delivery of natural gas is governed by the Federal Energy Regulatory Commission, the National Office of Pipeline Safety, and the WUTC. The City's regulations include safety and emergency provisions, LOS standards, and rate limitations.

Northwest Natural provides natural gas service to all of Clark County. The alignment of the main pipeline crosses the Columbia River at the area of the Port of Camas-Washougal. Additionally, Northwest Natural is improving its backbone through the City with the installation of a large-diameter high-pressure gas main connecting Lake Road and Pacific Rim Boulevard.

Telecommunications

Verizon provides local telephone service to the City and its UGA. Many of the telecommunication facilities, including aerial and underground, are co-located with those of the electrical power provider. Frontier Communications also provides telecommunications to a large number of customers in the Camas area.

5.13.2 Franchise Utilities Goals and Policies

The future specific locations and capacities of utilities are not addressed in this section because the location, capacity, and timing of utility improvements depend greatly on opportunities for expansion, the particular location, and the rate of growth of Clark County and the City. In general, the siting and expansion of service will be coordinated with the development phases of the City, and the City will work with each utility in the permit approval process to assure timely development.

Franchise Utilities Goal

F-1: To ensure that energy and communication facilities and their services are available to support development when they are needed.

Franchise Utilities Policies

F-1: Minimize the effects on adjacent properties, the environment, and the visual quality of the community of siting, developing, operating, and maintaining these facilities.

F-2: Coordinate to provide reliable service through partnering and agreements with utility companies.

F-3: Promote the conservation of energy resources through the adoption of appropriate energy codes and efficient land use patterns and transportation systems.

5.14 School Districts

5.14.1 School District Capital Facilities Plans and Impact Fees

There are three school districts within City limits. In general, the Camas School District serves the central and southern areas of the City, and extends to serve a portion of the north side of Lacamas Lake. The north and northwest areas of the City are in the Evergreen School District. The southeast portion of the City is generally within the boundary of the Washougal School District.

The districts submit their capital facilities plans every other year, accompanied by impact fee calculations. The plans describe the existing and planned school facilities and services. The districts' plans and impact fee calculations are attached as Appendix J.

Economic Development

The Economic Development Element aims to promote a wide range of employment opportunities for the citizens of the community and to provide a setting and quality of life that attract businesses and residents.



6 ECONOMIC DEVELOPMENT

6.1 Vision

In 2035, the economy has grown to attract a variety of businesses that offer stable employment opportunities and family-wage jobs in the medical and high tech fields. Camas is a gateway to nature and recreational opportunities, leading to a robust tourism industry. Professional office, medical, and industrial uses typify western Camas, with retail businesses supporting the large campus firms. The North Shore area will fulfill the employment and retail needs of the growing population on the northeast side, and reduce trips outside the city. Downtown Camas retains its historic atmosphere as a walkable, attractive place to shop, dine, and gather. Housing within the city's core contributes to a town center that supports local businesses.

6.2 Organization of Economic Development Element

- Economic Development Overview
- Goals and Policies by Area
 - Citywide
 - Downtown
 - Grass Valley
 - North Shore
 - Eastside Commercial District
 - Gateways and Corridors

6.3 Economic Development Overview

Economic development for the City of Camas is the creation and sustenance of a diverse array of employment opportunities, ensuring the tax base currently enjoyed by the City endures and is strengthened. The economic health and well-being of the City are tied to commitments to promote a wide range of employment opportunities for the citizens of the community and to provide a setting and quality of life that attract businesses and residents. While GMA does not specifically require such an element, the City of Camas believes it is important to include an Economic Development Element in its comprehensive plan.

Planning a diverse and vibrant economy must start by understanding current economic conditions in the City and Clark County. While the City's past economic health was closely tied to the paper mill, in more recent years, the City's economy has diversified and now supports many technology and manufacturing firms, as well as a growing school system and professional offices. The tables below compare the median household incomes and percentage of civilian workers employed in all industry sectors, as defined by the North American Industry Classification System, within the City and Clark County from 2010 to 2013.

According to the second community survey completed during the vision process, over 90% of survey respondents support or strongly support the vision statement for a diversified economy.

Table 6-1. Median Household Income

Camas		Clark County	
2010	2013	2010	2013
\$77,334	\$81,897	\$58,262	\$57,341

As illustrated in Table 6.1, when compared with Clark County, wages in Camas are higher and have grown. Higher wages can have positive impacts on other aspects of the economy, and community members have expressed their desire to support family-wage jobs, particularly in healthcare and high technology.

Table 6-2. Percentage of Jobs by Industry Sector

Industry	Camas		Clark County	
	2010	2013	2010	2013
Agriculture, Forestry, Fishing, Hunting, and Mining	0%	1%	1%	1%
Construction	7%	3%	8%	7%
Manufacturing	16%	15%	13%	13%
Wholesale Trade	6%	4%	4%	3%
Retail Trade	14%	12%	12%	12%
Transportation, Warehousing, and Utilities	7%	6%	8%	8%
Information	2%	3%	2%	2%
Finance, Insurance, Real Estate, and Rental and Leasing	8%	8%	7%	6%
Professional, Scientific, and Management, and Administrative and Waste Management Services	13%	10%	10%	11%
Educational Services, Healthcare, and Social Assistance	16%	22%	20%	21%
Arts, Entertainment, Recreation, and Accommodation and Food Service	4%	7%	7%	8%
Other Services, except Public	4%	4%	5%	6%
Public Administration	4%	6%	5%	4%

Source: U.S. Census Bureau, 2013 American Community Survey (ACS) 3-year estimate (2011–2013) and 2010 ACS 5-year estimate (2006–2010).

Notes:

¹Percentages have been rounded to the nearest whole number.

²The total number of civilian workers in 2013 in Camas was 9,093 and 215,992 in Clark County. In 2010, the total number of civilian workers in Camas was 8,733 and 211,215 in Clark County.

³Additional information on industry categories can be found on the Bureau of Labor Statistics website: <http://www.bls.gov/iag/home.htm>.

As illustrated in Table 6.2, between 2010 and 2013, Camas saw declines in construction and professional, scientific, and management jobs, a small decline in manufacturing jobs, and an increase in educational services, healthcare, and social assistance jobs. These same trends are generally reflected in the County as a whole; however, Camas did experience a greater decline in construction jobs and a greater increase in educational services, healthcare, and social assistance jobs. As the nation recovers from the recent economic recession, these trends in employment by industry sector are reflected in the economies of the nation and the state.⁵

In order to support the continued growth of the Camas economy and the planned increase of 11,182 jobs by the year 2035,⁶ the Economic Development Element establishes goals and policies that seek to maintain the diversification of employment opportunities.

The City is targeting businesses that provide a greater proportion of family-wage jobs. Increasing retail services in support of residential, industrial, and professional business growth is highly desirable.

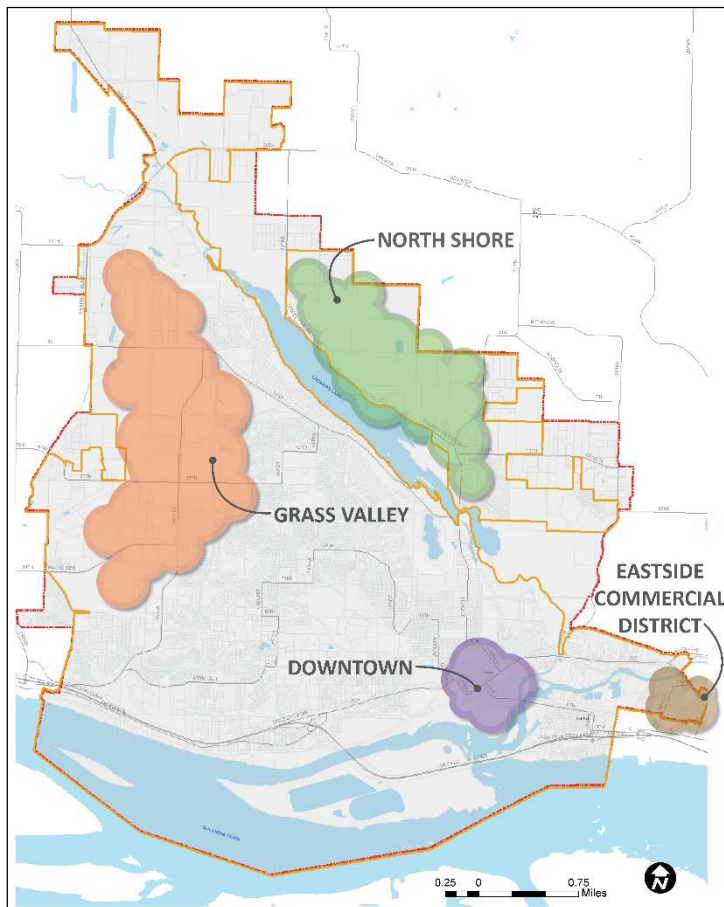
⁵ 2014 Labor Market and Economic Report, Washington State Employment Security Department, published March 2015.

⁶ As noted in the Land Use Element of Camas 2035, GMA requires that each jurisdiction accommodate its share of the region's growth. Based on analysis conducted by Clark County and each municipality within the County, Camas' share of the region's growth is expected to be 11,182 jobs.

6.4 Goals and Policies

Economic development goals and policies are established to ensure economic development in the City of Camas is consistent with the Camas 2035 Vision and provides a diverse range of employment opportunities throughout the City. Goals and policies are presented for citywide economic development and for four areas of the City (see Figure 6-1) that contribute particular attributes to the City's overall economy.

Figure 6-1. Economic Development Areas



The economic health and well-being of the City are tied to commitments to promote a wide range of employment opportunities for the citizens of the community and to provide a setting and quality of life that attract businesses and residents.

6.4.1 Citywide Economic Development

Citywide Economic Development Goal

ED-1: Maintain a diverse range of employment opportunities to support all residents and provide a setting and quality of life that attract and retain businesses.

Citywide Economic Development Policies

ED-1.1: Ensure that tools are in place to attract healthcare and high-tech, sustainable, and innovative industries to expand and to provide stable employment.

ED-1.2: Encourage apprenticeships, internships, and on-the-job training in all industry sectors.

ED-1.3: Encourage appropriate reuse and redevelopment of older and deteriorating commercial areas and industrial brownfield sites.

ED-1.4: Foster and expand year-round recreational services, lodging, dining, and retail options that will capture tourism and benefit residents and employers.

ED-1.5: Ensure adequate infrastructure is planned or in place to nurture and incubate new businesses.

ED-1.6: Remain active in regional recruitment organizations to ensure the availability of an adequate supply of commercial and industrial employment land to support the City's economic development goals.

ED-1.7: Support retention, expansion, and recruitment of local businesses with a commitment to the community.

ED-1.8: Ensure that development standards are balanced in order to promote high-quality building and site design and encourage businesses to operate in an environmentally responsible manner.

ED-1.9: Encourage businesses to reduce travel times and trips through implementation of a trip reduction program, which includes incentives for carpooling, transit ridership, and other options beyond single-occupancy vehicles.

ED-1.10: Encourage complementary businesses throughout the City to support industry clusters and leverage resources.

6.4.2 Downtown

Downtown Camas is the historic center of the City, which has seen steady redevelopment in recent years with a brew pub, conversion of uses (e.g., Ford dealership to offices), and a new building on NE Everett. Land uses in downtown include a mix of retail services, restaurants, professional offices, government services, and single- and multi-family residential development. Downtown Camas is also home to several community events throughout the year, including Camas Days. These events attract thousands of people to downtown and support the local economy and community.

[Downtown Economic Development Goal](#)

ED-2: Maintain Downtown Camas as the heart of the City and encourage development/redevelopment from 3rd Avenue to 6th Avenue, and Adams to Garfield, which respect the area's historic character and support walkability and a range of diverse services.

[Downtown Economic Development Policies](#)

ED-2.1: Safeguard the design of downtown through requiring compliance with the *Downtown Design Review Manual* and consistency with the comprehensive plan, which includes an abundance of street trees and historic design features.

ED-2.2: Collaborate with public agencies, private parties, and non-profits in marketing and outreach efforts that sustain existing local businesses and attract new development/redevelopment while maintaining the historic character of downtown.

ED-2.3: Ensure the Land Use Element supports higher residential densities adjacent to the downtown district and atop downtown businesses to increase activity in downtown in support of local businesses.

ED-2.4: Fulfill the vision for a central gathering place in the heart of downtown, which will support regular community events, and be the catalyst for new ones. The gathering place could include design features such as: seating areas; public art; fountains; children engagement art; expanded farmer's market space; and other amenities that create ambiance and bring people of all ages to Downtown.

ED-2.5: Ensure adequate parking in Downtown for continued business growth. Seek out opportunities for additional parking on the edges of the downtown district, which could also serve as a park and ride transit facility.

6.4.3 Grass Valley

Grass Valley is home to several national and international technology and manufacturing firms. Land uses in Grass Valley include large technology and manufacturing campuses, surrounded by retail and commercial services and residential development. The City has invested in significant infrastructure improvements in Grass Valley in support of high-tech industrial development, which is still the focus for this area.

[Grass Valley Economic Development Goal](#)

ED 3: Promote a cooperative industrial business park in which businesses and the City share resources efficiently to achieve sustainable development, with the intention of increasing economic gains and improving environmental quality.

Grass Valley Economic Development Policies

ED-3.1: Promote the development of a subarea plan that will capitalize on the creation and retention of industries that provide family-wage jobs.

ED-3.2: Subarea planning should capitalize on existing facilities and infrastructure and include a mix of uses that are trail- and transit-oriented and designed with high-quality streetscape appeal.

ED-3.3: Protect employment land from conversion to residential uses by requiring an analysis of adequate buildable lands in Grass Valley to meet 20-year employment projections prior to land conversion approval.

6.4.4 North Shore

The area north of Lacamas Lake is anticipated to experience substantial growth and redevelopment within the 20-year planning horizon. Planned transportation infrastructure will improve transportation connectivity throughout the City and support the employment and retail uses desired in the North Shore area. A large portion of the land in this area is zoned Business Park and Multi-Family, with some Commercial and lower density residential zoning. The Port of Camas-Washougal manages an airport that is outside City limits, but most of the developable land in the North Shore area is within the airport influence area.

North Shore Economic Development Goal

ED 4: To encourage master planning that allows a more intense level of development, well-served by transportation options and includes facilities for pedestrian and bicycle travel, a range of housing choices, and a mix of shops, services, and public spaces.

North Shore Economic Development Policies

ED-4.1: Promote the growth of businesses such as grocery stores, medical offices, and restaurants that will meet the retail and service needs of the population.

ED-4.2: Protect the viability of the airport as a significant economic resource to the community by encouraging compatible land uses⁷ and densities, and reducing hazards that may endanger the lives and property of the public and aviation users consistent with state laws RCW 36.70A.510 and RCW 36.70.547.

ED-4.3: Encourage new developments to include provisions for neighborhood parks that are within walking and biking distance of a person's home or work to encourage greater physical activity, including shared-use paths (or trails) that link homes, work and commercial centers, public transit, and community facilities.

ED-4.4: Promote economic development opportunities adjacent to the Port of Camas-Washougal's Grove Field that will benefit from additional transportation options.

ED-4.5: Preserve large tracts of land for large industry and master-planned commercial development.

ED-4.6: Support public-private partnerships for infrastructure development.

ED-4.7: Advocate better transit routes and service.

6.4.5 Eastside Commercial District

The Eastside Commercial District has tremendous economic growth potential and would benefit from targeted streetscape improvements. The development of a streetscape that is attractive and safe for all modes of transportation (e.g., bicycles, wheelchairs, pedestrians) could attract new economic opportunities and investment to the area.

This commercial area generally straddles NE Third Avenue at the City's eastern edge to the bridge over the Washougal River. The commercial structures are single-story, with stretches along the street that are in disrepair and vacant. Scattered businesses have been recently renovated. This vehicle-dominated corridor has several drive-through chain restaurants and large parking lots adjoin the street. There are no pedestrian or bicycle amenities and landscaping is scarce or non-existent.

⁷ Refer to "Airport and Compatible Land-Use Program Guidebook," Washington State Department of Transportation; available online at <http://www.wsdot.wa.gov/aviation/Planning/ACLUguide.htm>.

Eastside Commercial District Economic Development Goal

ED-5: To create a redeveloped and revitalized Eastside Commercial District that supports existing and new unique-to-Camas businesses and recreation within a safe and pedestrian-friendly streetscape.

Eastside Commercial District Economic Development Policies

ED-5.1: Develop commercial and mixed-use areas that are safe, comfortable, and attractive to pedestrians.

ED-5.2: Reinforce streets as public places that encourage pedestrian and bicycle travel and provide transitions between Third Avenue and neighborhoods.

ED-5.3: Encourage efficient land use by facilitating compact, high-density development and minimizing the amount of land that is needed for surface parking.

ED-5.4: Improve wayfinding to recreational amenities.

6.4.6 Gateways and Corridors

Community gateways create a sense of arrival and let visitors and residents know they are in Camas. Primary and secondary gateways are designated to distinguish between gateways that offer a primary entrance into Camas and those that are secondary and serve as an entrance to a particular part of the City. A corridor extends approximately 0.25 mile from the gateway and includes enhanced features such as bike lanes, widened or detached sidewalks, and signage. As outlined in the Land Use Element, gateways are established as an overlay zone and identified on the Camas Zoning Map.

Gateways and Corridors Economic Development Goal

ED-6: Create attractive and welcoming entrances to the City and distinguish Camas from adjacent jurisdictions through the development of community gateways.

Gateways and Corridors Economic Development Policies

ED-6.1: Ensure development in community gateways meets and, where possible, exceeds, the design principles and guidelines for primary and secondary gateways as described in the *Camas Design Review Manual*.

ED-6.2: Ensure zoning regulations and design standards promote development/redevelopment in gateways that include the gateway and corridor overlay features identified in the Land Use Element and the *Camas Design Review Manual*.

ED-6.3: Coordinate gateway and corridor development/redevelopment with Public Works planning to leverage resources and ensure adequate right-of-way is available for gateway/corridor improvements.

ED-6.5: Encourage redevelopment along the Everett corridor that respects the historic character of the area, improves pedestrian mobility/safety, and supports small-scale retail and commercial services.

ED-6.6: Encourage development of commercial uses and multi-family residential within the 6th Avenue and 3rd Avenue gateways and corridors to further support downtown businesses. Consider rezoning low-density residential land to support the downtown area.

ED-6.7: Building entrances should face the street and provide pedestrian connections from the building entrance to the sidewalk. Encourage landscaping, rather than parking, between the building and the street in order to create a welcoming streetscape.

Annual Comprehensive Plan Amendments

Planning Commission Public Hearing

October 23, 2018

State Growth Management

RCW Chapter 36.70A the
Growth Management
Act (GMA)

- Annual Reviews **RCW 36.70A.130**
- May only be once a year (with limited exceptions)
- Must be considered concurrently so the cumulative effect of the various proposals can be ascertained

ORDINANCE 16-010 | JUNE 2016

A Comprehensive Plan to guide future growth and development for the City of Camas

Camas 2035

The Camas Vision
Introduction

Developing Camas 2035
Introduction

Land Use Goals and Policies
Pg. 1-4

Gateways and Entries
Pg. 6-6

Elements of the Plan:

- Land Use
- Housing
- Natural Environment
- Transportation
- Public Facilities and Services
- Economic Development

Camas Municipal Code Chapter 18.51 Comprehensive plan and zoning amendments

- Process
 - November & December
 - January 31st
 - March 31st (60 days later)
- Application
- Evaluation Criteria
- Council Decision

Evaluation Criteria

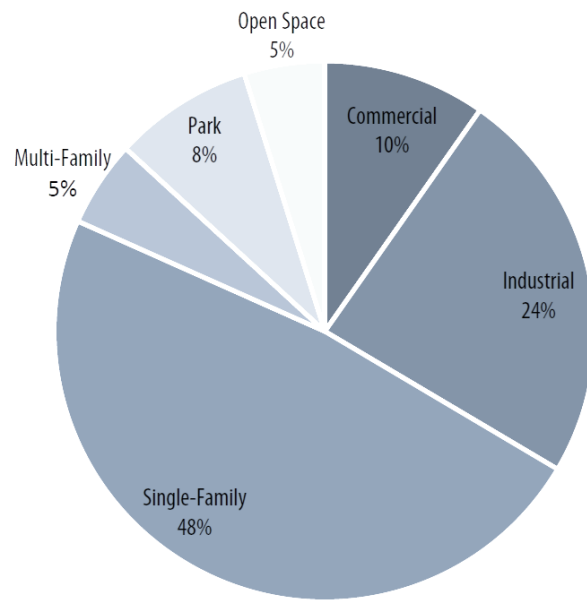
- A. **Impact** upon the city of Camas comprehensive plan and zoning code;
- B. **Impact** upon surrounding properties, if applicable;
- C. **Alternatives** to the proposed amendment; and
- D. Relevant code citations and other adopted documents that **may be affected** by the proposed change.

Camas Land Use Percentages

Designations	Total Acres	
Single Family High	425	48%
Single Family Medium	3617	
Single Family Low	871	
Multi Family High	246	5%
Multi Family Low	279	
Commercial	992	10%
Industrial	2427	24%
Park	851	8%
Open Space	492	5%

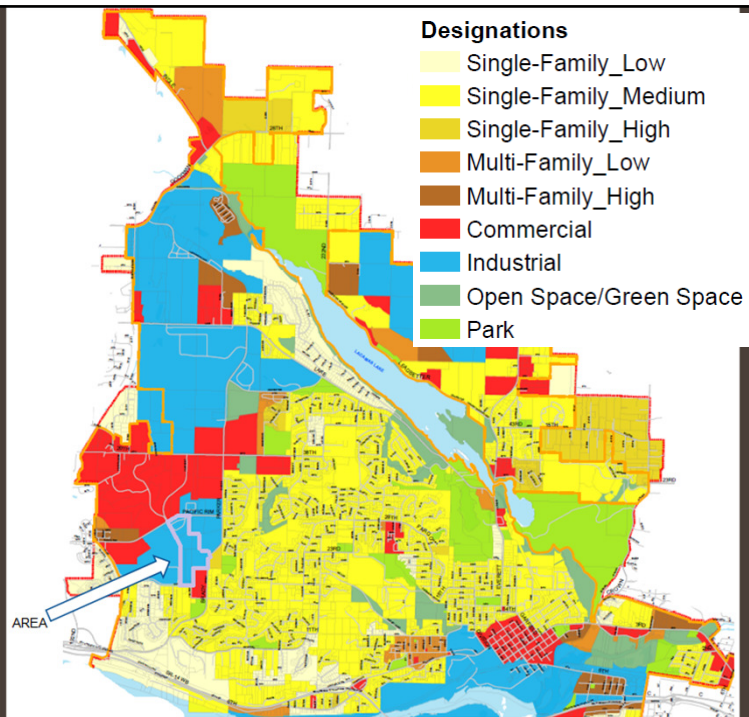
Designated Land Uses

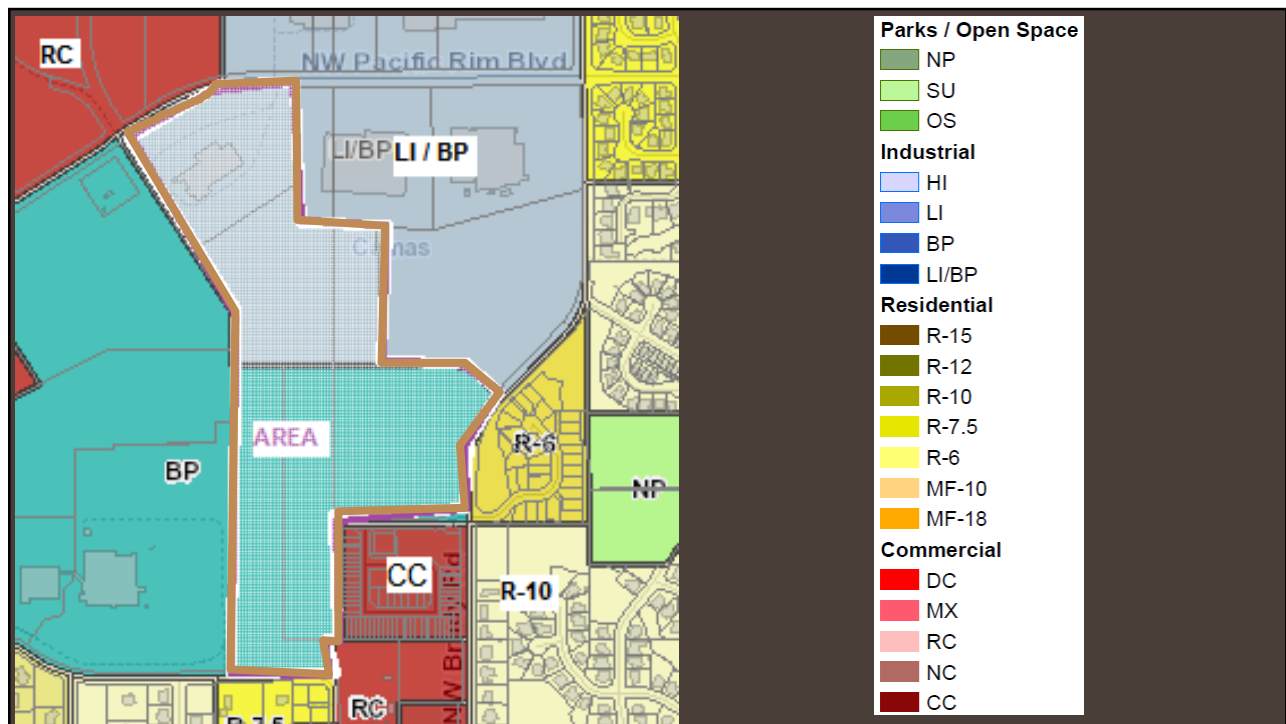
Figure 1-1. Land Use Percentages



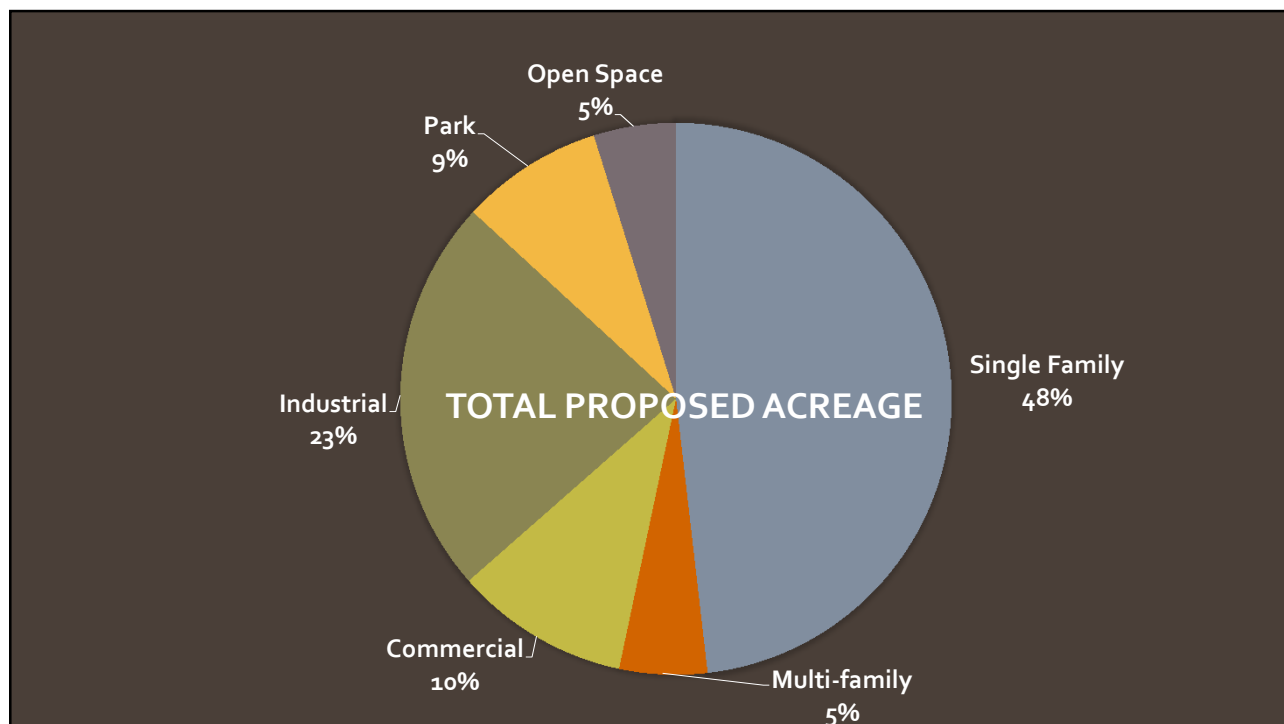
Citywide Impacts

"Impact upon the city of Camas comprehensive plan and zoning code"





Comprehensive Plan Designations	Current Acres	Proposed Change	Final Acres
Single Family Residential			
· Low Density	871	0	871
· Medium Density	3617		3617
· High Density	425		425
Multi-Family			
· Low Density	279	0	279
· High Density	246		246
Commercial	992	+50.73	1042.73
Industrial	2427	-50.73	2376.27
Park	851	0	851
Open Space / Green Space	492	0	492
Total acreage:	10,200		



↓

“Allowed Uses” Differences Between Zones	Land Uses	RC	BP	LI/BP
	Day care, family home	P	X	P ⁵
	Funeral home	P	X	X
	Laundry/dry cleaning (industrial)	P	X	X
	Manufactured home sales lot	P	X	X
	Nursing, rest, convalescent, retirement home	P	X	X
	Office supply store	P	X	P ⁵
	Smoke shop/head shop	P	X	X
	Assisted living	X/P ¹⁰	X	X
	Home occupation	X/P ¹⁰	X	X
	Housing for the disabled	X/P ¹⁰	X	X
	Apartment, multifamily development, row houses	X/P ¹⁰	X	X
	Residence accessory to & connected with a business	X/P ¹⁰	X	X

"Allowed Uses" Differences Between Zones



Land Uses	RC	BP	LI/BP
Cotton, wool, other fibrous material	X	P	X
High-tech industry	X	P	P ²
Scientific and precision instruments	X	P	P

"Allowed Uses" Differences Between Zones

Land Uses	RC	BP
Convention center	C	P
Equipment rental	C	P
Mini-storage/vehicular storage	C	P
Research facility	C	P
Warehousing, wholesale and trade	C	P
Food production or treatment	C	P
Optical goods	C	P
Cemetery	C	X
Newspaper printing plant	C	X
Truck terminals	C	X
Warehousing, bulk retail	C	X
Recreational vehicle park	C	X
Railroad tracks and facilities	C	X

Development Standards

	RC	BP	LI/BP
Minimum lot area	None	½ acre	10 acres
Minimum lot width	None	100'	None
Minimum lot depth	None	100'	None
Setbacks: Minimum front yard	None Unless Residential	15'	200'
Minimum side yard	None	15'	100' for building; 25' for parking
Minimum rear yard	None	50'	100' for building; 25' for parking area
Lot coverage (% of gross site)	None	50%	1 story (30%), 2 stories (40%), 3 stories (45%)
Maximum building height	No limit	No limit	60 feet

**Note: Summary ---not exact code language*

Staff Recommendation

- The applicant requests 50.73 acres of the subject properties be amended to Commercial with associated zoning of Regional Commercial (RC).
- Staff supports amending the zoning of three (3) parcels that are currently zoned LI/BP to BP of 23 acres due to constraints of the development standards within the LI/BP zone.

Council Decision

CMC Section 18.51.050

The city council decision will be made after a planning commission recommendation

1. Approve
2. Approve with additional conditions
3. Modify, with or without the applicant's concurrence
4. Deny



Staff Report

November 19, 2018 Council Regular Meeting

Capital Improvement Plan Amendment

Staff Contact	Phone	Email
Phil Bourquin, Community Development Director	360.817.1562	pbourquin@cityofcamas.us

INTRODUCTION:

On October 15, 2018, City Council adopted Ordinance No. 18-016 amending to the Camas Municipal Code relating to the collection of Park Impact Fees (PIF) together with an effective date of January 1, 2019. The update to the PIF included specific projects with estimated funding amounts that were utilized in the calculation of applicable rates.

Concurrent with the 2019-2020 Budget adoption, staff will bring forward an ordinance amending the Capital Improvement Plan (CIP) for Council's consideration on December 5, 2018. This ordinance will update the CIP to include PIF projects and estimates into the 6 and 20 year Capital Improvement Plans. Additionally, the update will reconcile the CIP to the 2019-20 budget.

BACKGROUND: The Growth Management Act (GMA) requires that budgeting decisions be consistent with the comprehensive plan. This requires a process to ensure the City is working to implement the vision for how and where the community will grow over time. The GMA also requires that jurisdictions plan ahead for the next 20 years. In terms of the length of time it takes for some projects to become fully realized, this is not an unreasonable planning horizon for capital facilities. In addition to looking long-term at how the land use plan will be implemented through the capital facility plan, the GMA also requires that the City develop a shorter-term capital improvement plan (CIP) for at least a six-year planning horizon. This shorter term horizon allows the City to hone in on those projects that may realistically be completed (or initiated) within the next six years.

Capital budgeting and finance impact the livability and growth of our City: economic development, environmental and open space planning, infrastructure demands and maintenance. Capital budgeting may have a greater impact on livability and growth than zoning in implementing the comprehensive plan as new development needs assurances that off-site capital facilities needed by a specific project will be available.

A well thought out capital improvement plan insures that capital investments promote community goals and objectives.

RECOMMENDATION: Further discussion and consideration of a Capital Improvement Plan Advisory Group to include the Mayor, City Administrator, Community Development Director, Finance Director, Parks and Recreation Manager, Public Works Director and others as determined to meet each year to evaluate projects and funding opportunities and make recommendations to City Council for consideration of updates to the CIP and Budget.

Capital Improvement Plan

YEAR: 2019

CAPITAL FACILITY CATEGORY	Total Project Cost (\$)	Funding Sources														Total Project Cost (\$)
		General Fund	Street Fund	Equipment Rental	C/W Fire & EMS	Debt (Bonds/Loans)	Grants/Contrib	Development	Stormwater Rates	Water Rates / Water SDC	Sewer Rates / Sewer SDC	REET	Park Impact Fees	Fire Impact Fees	Traffic Impact Fees	
GENERAL GOVERNMENT																
MAJOR BLD. MAINTENANCE	\$ 100,000											\$ 100,000				\$ 100,000
INSPECTION VEHICLE	\$ 25,000	\$ 25,000														\$ 25,000
ASSET MANAGEMENT SYSTEM	\$ 250,000	\$ 20,000	\$ 35,000	\$ 35,000	\$ 10,000				\$ 50,000	\$ 50,000	\$ 50,000					\$ 250,000
GENERAL GOVERNMENT TOTAL	\$ 375,000	\$ 45,000	\$ 35,000	\$ 35,000	\$ 10,000	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 50,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 375,000
POLICE																
POLICE TOTAL	\$ -															\$ -
FIRE																
Ambulance	\$ 240,000					\$ 240,000										\$ 240,000
FIRE TOTAL	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ 240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,000
PARKS																
DOG PARK PARTNERSHIP	\$ 60,000											\$ 60,000				\$ 60,000
NORTH SHORE CONSERVATION LANDS	\$ 10,215,700					\$ 7,635,700	\$ 2,580,000									\$ 10,215,700
WAYFINDING SIGNS	\$ 30,000											\$ 30,000				\$ 30,000
3RD AVE TRAIL HEAD DESIGN AND PERMIT	\$ 120,000											\$ 120,000				\$ 120,000
COMMUNITY CENTER RENOVATION	\$ 200,000											\$ 200,000				\$ 200,000
HERITAGE PARK ENTRANCE AND PARKING UPGRADES	\$ 50,000											\$ 50,000				\$ 50,000
OPEN SPACE/TRAILS/PARK UPGRADES	\$ 225,000											\$ 225,000				\$ 225,000
WILDLIFE LEAGUE PROPERTY	\$ 25,000												\$ 25,000			\$ 25,000
EAST LAKE TRAIL (NORTH SHORE TRAIL T-3)	\$ 100,000											\$ 100,000				\$ 100,000
PARKLANDS TO HERITAGE TRAIL T-1	\$ 325,000											\$ 325,000				\$ 325,000
CROWN PARK IMPROVEMENTS	\$ 300,000											\$ 300,000				\$ 300,000
MILL DITCH TRAIL	\$ 25,000											\$ 25,000				\$ 25,000
FALLEN LEAF LAKE	\$ 150,000											\$ 150,000				\$ 150,000
SKATE PARK IMPROVEMENTS	\$ 25,000											\$ 25,000				\$ 25,000
CURRIE TRAIL	\$ 100,000											\$ 100,000				\$ 100,000
LARGE MOWER	\$ 55,000	\$ 55,000														\$ 55,000
SPORTS FIELD PLAYBACK AT PRUNE HILL	\$ 50,000	\$ 50,000														\$ 50,000
BUHMAN SHOP REMOVAL AND REPLACEMENT	\$ 50,000											\$ 50,000				\$ 50,000
PARKS TOTAL	\$ 12,105,700	\$ 105,000	\$ -	\$ -	\$ -	\$ 7,635,700	\$ 2,580,000	\$ -	\$ -	\$ -	\$ -	\$ 1,335,000	\$ 450,000	\$ -	\$ -	\$ 12,105,700
LIBRARY																
LIBRARY TOTAL	\$ -															\$ -
STREETS																
ADA ACCESS UPGRADES	\$ 50,000											\$ 50,000				\$ 50,000
NW BRADY ROAD - CONSTRUCTION (16TH TO 500' N. OF 25TH)	\$ 6,050,000					\$ 1,170,000	\$ 4,880,000									\$ 6,050,000
CITY-WIDE TRAFFIC SIGNAL CONTROLLER UPDATE	\$340,500						\$ 300,000					\$ 40,500				\$ 340,500
LARKSPUR	\$2,250,000					\$ 900,000	\$ 1,350,000									\$ 2,250,000
SHARED BIKE PATH/PIED IMPROVEMENT	\$ 150,000	\$ 150,000														\$ 150,000
EVERETT AND LAKE TRAFFIC INTERSECTION	\$1,400,000					\$ 1,400,000										\$ 1,400,000
CRACK SEAL MACHINE FOR ROAD PRESERVATION	\$43,000		43,000													\$ 43,000
3RD AVE. BRIDGE SEISMIC RETROFIT	\$785,000	45,000					\$ 740,000									\$ 785,000
PAVEMENT MANAGEMENT PROGRAM	\$ 794,482		\$ 794,482													\$ 794,482
STREETS TOTAL	\$ 11,862,982	\$ 195,000	\$ 837,482	\$ -	\$ -	\$ 3,470,000	\$ 7,270,000	\$ -	\$ -	\$ -	\$ -	\$ 90,500	\$ -	\$ -	\$ -	\$ 11,862,982
CEMETERY																
CEMETERY TOTAL	\$ -															\$ -
STORM																
PAC RIM BLVD @ FISHER CREEK IMPROVEMENTS STUDY	\$ 30,000								\$ 30,000							\$ 30,000
MARYLAND STREET @ CARSON ESTATES IMPROVEMENTS	\$ 250,000								\$ 250,000							\$ 250,000
WETLAND MONITORING	\$ 274,000								\$ 274,000							\$ 274,000
COLUMBIA SUMMIT DETENTION	\$ 650,000								\$ 650,000							\$ 650,000
LACAMAS LAKE DAM IMPROVEMENTS	\$ 100,000								\$ 100,000							\$ 100,000
STORM SYSTEM REHAB	\$ 250,000								\$ 250,000							\$ 250,000
STORM TOTAL	\$ 1,554,000								\$ 1,554,000							\$ 1,554,000
WATER																
WELL 17	\$ 2,300,000								\$ 2,300,000							\$ 2,300,000
PARKERS LANDING WELL	\$ 4,560,000								\$ 4,560,000							\$ 4,560,000
WWTP WELL	\$ 3,750,000								\$ 3,750,000							\$ 3,750,000
TIMBER HARVEST	\$ 220,000								\$ 220,000							\$ 220,000
WELL 6/14 WATERLINE TRANSMISSION PROJECT	\$ 475,000								\$ 475,000							\$ 475,000
JONES CREEK WATERLINE REPLACEMENT	\$ 250,000								\$ 250,000							\$ 250,000
WELL 6 MOTOR CONTROL REPLACEMENT	\$ 71,000								\$ 71,000							\$ 71,000
RADIO METER PROJECT	\$ 550,000								\$ 550,000							\$ 550,000
STEIGERWALD REGIONAL SOURCE	\$ 150,000								\$ 150,000							\$ 150,000
343 ZONE SUPPLY TRANSMISSION UPSIZING	\$ 2,550,000								\$ 2,550,000							\$ 2,550,000
DEAD-END LOOPING PROGRAM	\$ 55,000								\$ 55,000							\$ 55,000
LOWER PRUNE HILL PS EXPANSION	\$ 1,385,000								\$ 1,385,000							\$ 1,385,000
NEW 544 ZONE RESERVOIR	\$ 7,236,000								\$ 7,236,000							\$ 7,236,000
PIPELINE R&R PROJECTS	\$ 195,000								\$ 195,000							\$ 195,000
WATER TOTAL	\$ 23,747,000								\$ 23,747,000							\$ 23,747,000
SEWER																
SEWER PUMP STATION REHAB	\$ 1,900,000									\$ 1,900,000						\$ 1,900,000
IN-CITY SEWER MAIN REHAB	\$ 1,200,000									\$ 1,200,000						\$ 1,200,000
LACAMAS CREEK PUMP STATION	\$ 1,500,000									\$ 1,500,000						\$ 1,500,000

Capital Improvement Plan

YEAR: 2020

CAPITAL FACILITY CATEGORY	Total Project Cost (\$)	Funding Sources														Total Project Cost (\$)
		General Fund	Street Fund	Equipment Rental	C/W Fire & EMS	Debt (Bonds/Loans)	Grants/Contrib	Development	Stormwater Rates	Water Rates / Water SDC	Sewer Rates / Sewer SDC	REET	Park Impact Fees	Fire Impact Fees	Traffic Impact Fees	
GENERAL GOVERNMENT																
INSPECTION VEHICLE	\$ 25,000	\$ 25,000														\$ 25,000
MAJOR BLD. MAINTENANCE	\$ 100,000											\$ 100,000				\$ 100,000
GENERAL GOVERNMENT TOTAL	\$ 125,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 125,000
POLICE																
POLICE TOTAL	\$ -															\$ -
FIRE																
BRUSH TRUCK	\$ 150,000	\$ 90,000					\$ 60,000									\$ 150,000
FIRE TOTAL	\$ 150,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
PARKS																
COMMUNITY CENTER RENOVATION	\$ 300,000											\$ 300,000				\$ 300,000
OPEN SPACE/TRAILS/PARK UPGRADES	\$ 225,000											\$ 225,000				\$ 225,000
EAST LAKE TRAIL (NORTH SHORE TRAIL T-3)	\$ 100,000												\$ 100,000			\$ 100,000
MILL DITCH TRAIL	\$ 225,000											\$ 225,000				\$ 225,000
FALLEN LEAF LAKE	\$ 925,000											\$ 925,000				\$ 925,000
SKATE PARK IMPROVEMENTS	\$ 50,000											\$ 50,000				\$ 50,000
CURRIE TRAIL	\$ 960,000						\$ 827,709					\$ 132,291				\$ 960,000
GREEN MOUNTAIN PARK (NP 16)	\$ 3,000,000												\$ 3,000,000			\$ 3,000,000
PROS PLAN UPDATE	\$ 85,000	\$ 85,000														\$ 85,000
PARKS TOTAL	\$ 5,870,000	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ 827,709	\$ -	\$ -	\$ -	\$ -	\$ 1,857,291	\$ 3,100,000	\$ -	\$ -	\$ 5,870,000
LIBRARY																
LIBRARY TOTAL	\$ -															\$ -
STREETS																
ADA ACCESS UPGRADES	\$ 50,000											\$ 50,000				\$ 50,000
EVERETT AND LAKE ROAD INTERSECTION	\$ 6,250,000					\$ 6,250,000										\$ 6,250,000
3RD AVE. BRIDGE SEISMIC RETROFIT	\$ 910,000						\$ 910,000									\$ 910,000
SHARED BIKE PATH/PIED IMPROVEMENT	\$ 150,000	\$ 150,000														\$ 150,000
ROAD DIET ON NW 6TH AVE. BETWEEN ADAMS AND NORWOOD	\$ 75,000			\$ 75,000												\$ 75,000
PAVEMENT MANAGEMENT PROGRAM	\$ 830,357		\$ 830,357													\$ 830,357
STREETS TOTAL	\$ 8,265,357	\$ 150,000	\$ 905,357	\$ -	\$ -	\$ 6,250,000	\$ 910,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ 8,265,357
CEMETERY																
FENCE WITH ELECTRONIC GATE FOR SECURITY	\$ 100,000						\$ 100,000									\$ 100,000
CEMETERY TOTAL	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
STORM																
STORM SYSTEM REHAB	\$ 250,000								\$ 250,000							\$ 250,000
COLUMBIA SUMMIT 2A REHAB	\$ 170,000								\$ 170,000							\$ 170,000
LACAMAS LAKE DAM IMPROVEMENTS	\$ 100,000								\$ 100,000							\$ 100,000
WETLAND MONITORING	\$ 274,000								\$ 274,000							\$ 274,000
STORM TOTAL	\$ 794,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 794,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 794,000
WATER																
DEAD-END LOOPING PROGRAM	\$ 55,000.00									\$ 55,000						\$ 55,000
PIPELINE R&R PROJECTS	\$ 6,265,000.00									\$ 6,265,000						\$ 6,265,000
WATER TOTAL	\$ 6,320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,320,000
SEWER																
SEWER PUMP STATION REHAB	\$ 550,000										\$ 550,000					\$ 550,000
IN-CITY SEWER MAIN REHAB	\$ 1,200,000										\$ 1,200,000					\$ 1,200,000
LACAMAS CREEK PUMP STATION	\$ 1,725,000										\$ 1,725,000					\$ 1,725,000
WWTP R&R	\$ 1,000,000										\$ 1,000,000					\$ 1,000,000
SEWER TOTAL	\$ 4,475,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,475,000	\$ -	\$ -	\$ -	\$ -	\$ 4,475,000
GRAND TOTAL	\$ 26,099,357	\$ 350,000	\$ 905,357	\$ -	\$ -	\$ 6,250,000	\$ 1,897,709	\$ -	\$ 794,000	\$ 6,320,000	\$ 4,475,000	\$ 2,007,291	\$ 3,100,000	\$ -	\$ -	\$ 26,099,357

Capital Improvement Plan

YEAR: 2021

CAPITAL FACILITY CATEGORY	Total Project Cost (\$)	Funding Sources														Total Project Cost (\$)
		General Fund	Street Fund	Equipment Rental	C/W Fire & EMS	Debt (Bonds/Loans)	Grants	Development	Stormwater Rates	Water Rates / Water SDC	Sewer Rates / Sewer SDC	REET	Park Impact Fees	Fire Impact Fees	Traffic Impact Fees	
GENERAL GOVERNMENT																
MAJOR BLD. MAINTENANCE	\$ 100,000											\$ 100,000				\$ 100,000
GENERAL GOVERNMENT TOTAL	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
POLICE																
POLICE TOTAL	\$ -															\$ -
FIRE																
FIRE TOTAL	\$ -															\$ -
PARKS																
CROWN PARK	\$ 5,200,000					\$ 5,200,000										\$ 5,200,000
NP 1 PROPERTY	\$ 3,375,000					\$ 3,375,000										\$ 3,375,000
DOWNTOWN PROPERTY	\$ 1,300,000					\$ 1,300,000										\$ 1,300,000
OPEN SPACE ASSESSMENT	\$ 100,000	\$ 100,000														\$ 100,000
OPEN SPACE AND PARK ACQUISITION	\$ 375,000											375,000				\$ 375,000
TRAIL HEAD AND TRAIL DEVELOPMENT	\$ 197,000											85,000	\$ 197,000			\$ 197,000
MAJOR CAPITAL IMPROVEMENTS	\$ 85,000															\$ 85,000
PARKS TOTAL	\$ 10,632,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 9,875,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 460,000	\$ 197,000	\$ -	\$ -	\$ 10,632,000
LIBRARY																
LIBRARY TOTAL	\$ -															\$ -
STREETS																
ADA ACCESS UPGRADES	\$ 50,000											\$ 50,000				\$ 50,000
TRAFFIC SIGNAL NW LAKE RD/SIERRA	\$ 300,000							\$ 120,000							\$ 180,000	\$ 300,000
NE 28TH ST INGLE TO 232ND	\$ 7,750,000						\$ 2,180,000	\$ 2,300,000							\$ 3,270,000	\$ 7,750,000
GOODWIN ROAD FRIBERG TO LACAMAS CREEK 5 LANES	\$ 7,145,000						\$ 2,325,100	\$ 1,332,200							\$ 3,487,700	\$ 7,145,000
GOODWIN ROAD LACAMAS CREEK TO INGLE 5 LANES	\$ 5,978,000						\$ 2,179,800	\$ 528,500							\$ 3,269,700	\$ 5,978,000
SHARED BIKE PATH/PEDESTRIAN IMPROVEMENT	\$ 150,000	\$ 150,000														\$ 150,000
PAVEMENT MANAGEMENT PROGRAM	\$ 792,000		\$ 792,000													\$ 792,000
TRANSPORTATION CAPITAL FACILITIES PLAN -UPDATE	\$ 150,000	\$ 150,000														\$ 150,000
STREETS TOTAL	\$ 22,315,000	\$ 300,000	\$ 792,000	\$ -	\$ -	\$ -	\$ 6,684,900	\$ 4,280,700	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 10,207,400	\$ 22,315,000
CEMETERY																
CEMETERY TOTAL	\$ -															\$ -
STORM																
STORM SYSTEM REHAB	\$ 250,000								\$ 250,000							\$ 250,000
COLUMBIA SUMMIT 2A REHAB	\$ 225,000								\$ 225,000							\$ 225,000
WETLAND MONITORING	\$ 275,000								\$ 275,000							\$ 275,000
STORM TOTAL	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000
WATER																
TRANSMISSION MAIN FROM NW 11 CIR TO NW BRADY RD	\$ 269,000.00									\$ 269,000						\$ 269,000
NE BIRCH ST UPSIZED TRANSMISSION MAIN	\$ 65,000.00									\$ 65,000						\$ 65,000
NEW TRANSMISSION MAIN ALONG NW 16TH AVE	\$ 519,000.00									\$ 519,000						\$ 519,000
DEAD-END LOOPING PROGRAM	\$ 65,000.00									\$ 65,000						\$ 65,000
PRV ADJUSTMENT STUDY	\$ 180,000.00									\$ 180,000						\$ 180,000
UPPER PRUNE HILL PRESSURE IMPROVEMENTS STUDY	\$ 139,000.00									\$ 139,000						\$ 139,000
SUPPLY R&R PROJECTS	\$ 148,000.00									\$ 148,000						\$ 148,000
PUMP R&R PROJECTS	\$ 546,000.00									\$ 546,000						\$ 546,000
PIPELINE R&R PROJECTS	\$ 6,265,000.00									\$ 6,265,000						\$ 6,265,000
TIMBER HARVEST	\$ 100,000.00									\$ 100,000						\$ 100,000
WATER TOTAL	\$ 8,196,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,196,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,196,000
SEWER																
SEWER PUMP STATION REHAB	\$ 550,000										\$ 550,000					\$ 550,000
IN-CITY SEWER MAIN REHAB	\$ 1,200,000										\$ 1,200,000					\$ 1,200,000
WEST CAMAS FORCEMAIN/SOUTH PRUNE HILL	\$ 500,000										\$ 500,000					\$ 500,000
SEWER TOTAL	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,250,000	\$ -	\$ -	\$ -	\$ -	\$ 2,250,000
GRAND TOTAL	\$ 44,243,000	\$ 800,000	\$ 1,584,000	\$ -	\$ -	\$ 19,750,000	\$ 13,369,800	\$ 8,561,400	\$ 1,500,000	\$ 16,492,000	\$ 4,500,000	\$ 1,220,000	\$ 394,000	\$ -	\$ 20,414,800	\$ 44,243,000

Capital Improvement Plan

YEAR: 2022

CAPITAL FACILITY CATEGORY	Total Project Cost (\$)	Funding Sources														Total Project Cost (\$)
		General Fund	Street Fund	Equipment Rental	C/W Fire & EMS	Debt (Bonds/Loans)	Grants	Development	Stormwater Rates	Water Rates / Water SDC	Sewer Rates / Sewer SDC	REET	Park Impact Fees	Fire Impact Fees	Traffic Impact Fees	
GENERAL GOVERNMENT																
MAJOR BLD. MAINTENANCE	\$ 100,000											\$ 100,000				\$ 100,000
NEW FINANCIAL SYSTEM	\$ 1,100,000	\$ 250,000	\$ 100,000	\$ 100,000	\$ 100,000				\$ 100,000	\$ 100,000	\$ 100,000	\$ 250,000				\$ 1,100,000
GENERAL GOVERNMENT TOTAL	\$ 1,200,000	\$ 250,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 350,000	\$ -	\$ -	\$ -	\$ 1,200,000
POLICE																
POLICE TOTAL	\$ -															\$ -
FIRE																
FIRE TOTAL	\$ -															\$ -
PARKS																
DOWNTOWN TRAIL	\$ 1,000,000					\$ 1,000,000										\$ 1,000,000
NP 17 NORTH SHORE	\$ 3,375,000					\$ 3,375,000										\$ 3,375,000
PROPERTY DONATION AND CLEAN UP	\$ 300,000											\$ 300,000				\$ 300,000
HERITAGE PARK	\$ 1,500,000					\$ 1,500,000										\$ 1,500,000
OPEN SPACE AND PARK ACQUISITION AND DEVELOPMENT	\$ 375,000											\$ 375,000				\$ 375,000
TRAILHEAD AND TRAIL DEVELOPMENT	\$ 197,000												\$ 197,000			\$ 197,000
MAJOR CAPITAL IMPROVEMENTS	\$ 85,000											\$ 85,000				\$ 85,000
PARKS TOTAL	\$ 6,832,000	\$ -	\$ -	\$ -	\$ -	\$ 5,875,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760,000	\$ 197,000	\$ -	\$ -	\$ 6,832,000
LIBRARY																
LIBRARY TOTAL	\$ -															\$ -
STREETS																
ADA ACCESS UPGRADES	\$ 50,000											\$ 50,000				\$ 50,000
NW LEADBETTER DRIVE SIDEWALK FREMONT TO LAKE ROAD	\$ 100,000	\$ 100,000														\$ 100,000
6TH AVENUE CORRIDOR IMPROVEMENTS	\$ 1,000,000						\$ 1,000,000									\$ 1,000,000
GOODWIN ROAD FRIBERG TO LACAMAS CREEK 5 LANES	\$ 7,145,000						\$ 2,325,100	\$ 1,332,200							\$ 3,487,700	\$ 7,145,000
GOODWIN ROAD LACAMAS CREEK TO INGLE 5 LANES	\$ 5,978,000						\$ 2,179,800	\$ 528,500							\$ 3,269,700	\$ 5,978,000
SHARED BIKE PATHPED IMPROVEMENT	\$ 150,000	\$ 150,000														\$ 150,000
PAVEMENT MANAGEMENT PROGRAM	\$ 792,000		\$ 792,000													\$ 792,000
TRANSPORTATION CAPITAL FACILITIES PLAN-UPDATE	\$ 150,000	\$ 150,000														\$ 150,000
STREETS TOTAL	\$ 15,365,000	\$ 400,000	\$ 792,000	\$ -	\$ -	\$ -	\$ 5,504,900	\$ 1,860,700	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 6,757,400	\$ 15,365,000
CEMETERY																
MEMORIAL GARDEN	\$ 75,000	\$ 75,000														\$ 75,000
CEMETERY TOTAL	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
STORM																
STORM SYSTEM REHAB	\$ 250,000								\$ 250,000							\$ 250,000
JULIA STREET REHAB	\$ 115,000								\$ 115,000							\$ 115,000
WETLAND MONITORING	\$ 275,000								\$ 275,000							\$ 275,000
STORM TOTAL	\$ 640,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 640,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 640,000
WATER																
DEAD-END LOOPING PROGRAM	\$ 55,000.00									\$ 55,000						\$ 55,000
PIPELINE R&R PROJECTS	\$ 390,000.00									\$ 390,000						\$ 390,000
WATER TOTAL	\$ 445,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 445,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 445,000
SEWER																
SEWER PUMP STATION REHAB	\$ 550,000										\$ 550,000					\$ 550,000
IN-CITY SEWER MAIN REHAB	\$ 1,200,000										\$ 1,200,000					\$ 1,200,000
WWTP UPGRADE (PHASE 3)	\$ 21,000,000										\$ 21,000,000					\$ 21,000,000
SEWER TOTAL	\$ 22,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,750,000	\$ -	\$ -	\$ -	\$ -	\$ 22,750,000
GRAND TOTAL	\$ 47,307,000	\$ 725,000	\$ 892,000	\$ 100,000	\$ 100,000	\$ 5,875,000	\$ 5,504,900	\$ 1,860,700	\$ 740,000	\$ 545,000	\$ 22,850,000	\$ 1,160,000	\$ 197,000	\$ -	\$ 6,757,400	\$ 47,307,000

Capital Improvement Plan

YEAR: 2023

CAPITAL FACILITY CATEGORY	Total Project Cost (\$)	Funding Sources														Total Project Cost (\$)
		General Fund	Street Fund	Equipment Rental	C/W Fire & EMS	Debt (Bonds/Loans)	Grants	Development	Stormwater Rates	Water Rates / Water SDC	Sewer Rates / Sewer SDC	REET	Park Impact Fees	Fire Impact Fees	Traffic Impact Fees	
GENERAL GOVERNMENT																
MAJOR BLD. MAINTENANCE	\$ 100,000											\$ 100,000				\$ 100,000
GENERAL GOVERNMENT TOTAL	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
POLICE																
POLICE TOTAL	\$ -															\$ -
FIRE																
FIRE TOTAL	\$ -															\$ -
PARKS																
WILDLIFE LEAGUE ACQUISITION/CLEAN-UP AND DEVELOPMENT	\$ 2,500,000					\$ 2,500,000										\$ 2,500,000
NP 11	\$ 3,375,000					\$ 3,375,000										\$ 3,375,000
FALLEN LEAF LAKE PARK	\$ 1,575,000					\$ 1,575,000										\$ 1,575,000
SPORTS COMPLEX	\$ 10,000,000					\$ 10,000,000										\$ 10,000,000
OPEN SPACE AND PARKS ACQUISITION AND DEVELOPMENT	\$ 375,000											375,000				\$ 375,000
TRAIL AND TRAILHEAD DEVELOPMENT	\$ 197,000												197,000			\$ 197,000
MAJOR CAPITAL IMPROVEMENTS	\$ 85,000												85,000			\$ 85,000
PARKS TOTAL	\$ 18,107,000	\$ -	\$ -	\$ -	\$ -	\$ 17,450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 657,000	\$ -	\$ -	\$ -	\$ 18,107,000
LIBRARY																
LIBRARY TOTAL	\$ -															\$ -
STREETS																
ADA ACCESS UPGRADES	\$ 50,000											\$ 50,000				\$ 50,000
NORTH SHORE EAST-WEST ARTERIAL	\$ 3,000,000							\$ 3,000,000								\$ 3,000,000
GOODWIN ROAD FRIBERO TO LACAMAS CREEK S LANES	\$ 7,145,000						\$ 2,325,100	\$ 1,352,600							\$ 3,487,700	\$ 7,145,000
GOODWIN ROAD LACAMAS CREEK TO INGLE S LANES	\$ 5,978,000						\$ 2,179,800	\$ 628,500							\$ 3,269,700	\$ 5,978,000
SHARED BIKE PATH/PED IMPROVEMENT	\$ 150,000	\$ 150,000														\$ 150,000
PAVEMENT MANAGEMENT PROGRAM	\$ 792,000		\$ 792,000													\$ 792,000
TRANSPORTATION CAPITAL FACILITIES PLAN UPDATE	\$ 150,000	\$ 150,000														\$ 150,000
STREETS TOTAL	\$ 17,265,000	\$ 300,000	\$ 792,000	\$ -	\$ -	\$ -	\$ 4,504,900	\$ 4,860,700	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 6,757,400	\$ 17,265,000
CEMETERY																
CEMETERY TOTAL	\$ -															\$ -
STORM																
STORM SYSTEM REHAB	\$ 250,000								\$ 250,000							\$ 250,000
COLUMBIA SUMMIT 2B REHAB	\$ 550,000								\$ 550,000							\$ 550,000
WETLAND MONITORING	\$ 275,000								\$ 275,000							\$ 275,000
STORM TOTAL	\$ 1,075,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,075,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,075,000
WATER																
DEAD-END LOOPING PROGRAM	\$ 55,000										\$ 55,000					\$ 55,000
TIMBER HARVEST	\$ 100,000										\$ 100,000					\$ 100,000
PIPELINE R&R PROJECTS	\$ 195,000										\$ 195,000					\$ 195,000
WATER TOTAL	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000
SEWER																
SEWER PUMP STATION REHAB	\$ 550,000										\$ 550,000					\$ 550,000
IN-CITY SEWER MAIN REHAB	\$ 1,200,000										\$ 1,200,000					\$ 1,200,000
SEWER TOTAL	\$ 1,750,000										\$ 1,750,000					\$ 1,750,000
GRAND TOTAL	\$ 38,647,000	\$ 300,000	\$ 792,000	\$ -	\$ -	\$ 17,450,000	\$ 4,504,900	\$ 4,860,700	\$ 1,075,000	\$ -	\$ 2,100,000	\$ 807,000	\$ -	\$ -	\$ 6,757,400	\$ 38,647,000

Capital Improvement Plan

YEAR: 2024

CAPITAL FACILITY CATEGORY	Total Project Cost (\$)	Funding Sources														Total Project Cost (\$)
		General Fund	Street Fund	Equipment Rental	C/W Fire & EMS	Debt (Bonds/Loans)	Grants	Development	Stormwater Rates	Water Rates / Water SDC	Sewer Rates / Sewer SDC	REET	Park Impact Fees	Fire Impact Fees	Traffic Impact Fees	
GENERAL GOVERNMENT																
MAJOR BLD. MAINTENANCE	\$ 100,000											\$ 100,000				\$ 100,000
GENERAL GOVERNMENT TOTAL	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ 100,000
POLICE																
POLICE TOTAL	\$ -															\$ -
FIRE																
FIRE TOTAL	\$ -															\$ -
PARKS																
ASH CREEK PARK DEVELOPMENT	\$ 1,000,000											\$ 1,000,000				\$ 1,000,000
ACQUATICS FACILITY	\$ 25,000,000					\$ 25,000,000										\$ 25,000,000
OPEN SPACE AND PARK ACQUISITION AND DEVELOPMENT	\$ 375,000											\$ 375,000				\$ 375,000
TRAIL AND TRAILHEAD DEVELOPMENT	\$ 197,000												\$ 197,000			\$ 197,000
MAJOR CAPITAL IMPROVEMENTS	\$ 85,000															\$ 85,000
PARKS TOTAL	\$ 26,657,000	\$ -	\$ -	\$ -	\$ -	\$ 25,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,460,000	\$ 197,000	\$ -	\$ -	\$ 26,657,000
LIBRARY																
LIBRARY TOTAL	\$ -															\$ -
STREETS																
ADA ACCESS UPGRADES	\$ 50,000	\$ 50,000														\$ 50,000
SR-500 EVERETT ST CORRIDOR IMPROVEMENTS	\$ 250,000					\$ 250,000										\$ 250,000
GOODWIN ROAD FRIBERG TO LACAMAS CREEK 5 LANES	\$ 7,145,000						\$ 2,325,100	\$ 1,332,200							\$ 3,487,700	\$ 7,145,000
GOODWIN ROAD LACAMAS CREEK TO INGLE 5 LANES	\$ 5,978,000						\$ 2,179,800	\$ 528,500							\$ 3,269,700	\$ 5,978,000
SHARED BIKE PATH/PED IMPROVEMENT	\$ 150,000	\$ 150,000														\$ 150,000
PAVEMENT MANAGEMENT PROGRAM	\$ 792,000		\$ 792,000													\$ 792,000
TRANSPORTATION CAPITAL FACILITIES PLAN-UPDATE	\$ 150,000	\$ 150,000														\$ 150,000
STREETS TOTAL	\$ 14,515,000	\$ 350,000	\$ 792,000	\$ -	\$ -	\$ 250,000	\$ 4,504,900	\$ 1,860,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,757,400	\$ 14,515,000
CEMETERY																
CEMETERY TOTAL	\$ -															\$ -
STORM																
STORM SYSTEM REHAB	\$ 250,000								\$ 250,000							\$ 250,000
COLUMBIA SUMMIT 3 REHAB	\$ 750,000								\$ 750,000							\$ 750,000
WETLAND MONITORING	\$ 275,000								\$ 275,000							\$ 275,000
STORM TOTAL	\$ 1,275,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,275,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,275,000
WATER																
DEAD-END LOOPING PROGRAM	\$ 55,000										\$ 55,000					\$ 55,000
PIPELINE R&R PROJECTS	\$ 195,000										\$ 195,000					\$ 195,000
WATER TOTAL	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
SEWER																
SEWER PUMP STATION REHAB	\$ 225,000										\$ 225,000					\$ 225,000
IN-CITY SEWER MAIN REHAB	\$ 1,200,000										\$ 1,200,000					\$ 1,200,000
WWTP R&R	\$ 1,000,000										1,000,000					\$ 1,000,000
SEWER TOTAL	\$ 2,425,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,425,000	\$ -	\$ -	\$ -	\$ -	\$ 2,425,000
GRAND TOTAL	\$ 45,222,000	\$ 350,000	\$ 792,000	\$ -	\$ -	\$ 25,250,000	\$ 4,504,900	\$ 1,860,700	\$ 1,275,000	\$ -	\$ 2,675,000	\$ 1,560,000	\$ 197,000	\$ -	\$ 6,757,400	\$ 45,222,000

Capital Improvement Plan

YEAR: 2025-2035

CAPITAL FACILITY CATEGORY	Total Project Cost (\$)	Funding Sources														Total Project Cost (\$)
		General Fund	Street Fund	Equipment Rental	C/W Fire & EMS	Debt (Bonds/Loans)	Grants	Development	Stormwater Rates	Water Rates / Water SDC	Sewer Rates / Sewer SDC	REET	Park Impact Fees	Fire Impact Fees	Traffic Impact Fees	
GENERAL GOVERNMENT																
MAJOR BUILDING MAINTENANCE	\$ 1,300,000											\$ 1,300,000				\$ -
																\$ 1,300,000
GENERAL GOVERNMENT TOTAL	\$ 1,300,000															\$ 1,300,000
POLICE																
POLICE TOTAL	\$ -															\$ -
FIRE																
NORTH SHORE FIRE STATION	\$ 9,000,000					\$ 5,000,000								\$ 4,000,000		\$ 9,000,000
REPLACE FIRE STATION 41	\$ 9,000,000					\$ 7,500,000								\$ 1,500,000		\$ 9,000,000
FIRE TOTAL	\$ 18,000,000	\$ -	\$ -	\$ -	\$ -	\$ 12,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,500,000	\$ -	\$ 18,000,000
PARKS																
NP 18	\$ 3,375,000					\$ 3,375,000										\$ 3,375,000
PROPERTY DONATION, CLEAN-UP/IMPROVEMENTS	\$ 5,000,000											\$ 5,000,000				\$ 5,000,000
NP 19	\$ 3,375,000					\$ 3,375,000										\$ 3,375,000
OSTENSEN CANYON PARK DEVELOPMENT	\$ 2,500,000					\$ 2,500,000										\$ 2,500,000
OPEN SPACE AND PARK ACQUISITION/DEVELOPMENT	\$ 3,750,000											\$ 3,750,000				\$ 3,750,000
TRAIL AND TRAILHEAD DEVELOPMENT	\$ 1,970,000												\$ 1,970,000			\$ 1,970,000
MAJOR CAPITAL IMPROVEMENTS	\$ 850,000											\$ 850,000				\$ 850,000
																\$ -
PARKS TOTAL	\$ 20,820,000					\$ 9,250,000	\$ -					\$ 9,600,000	\$ 1,970,000			\$ 20,820,000
LIBRARY																
LIBRARY TOTAL	\$ -															\$ -
STREETS																
ADA ACCESS UPGRADES	\$ 700,000											\$ 700,000				\$ 700,000
DALLAS/3RD TURN LANES	\$ 500,000															\$ 500,000
TRAFFIC SIGNAL NW BRADY/16TH	\$ 300,000					\$ 200,000	\$ 300,000									\$ 300,000
TRAFFIC SIGNAL NE 242ND/28TH & SB LEFT TURN LANE	\$ 610,000							\$ 120,000						\$ 180,000		\$ 610,000
INTERSECTION IMPROVEMENTS NE INGLE/GOODWIN	\$ 300,000						\$ 68,000	\$ 440,000						\$ 102,000		\$ 610,000
NE 232ND/28TH INTERSECTION IMPROVEMENTS	\$ 610,000							\$ 120,000						\$ 180,000		\$ 610,000
NE 232ND/9TH INTERSECTION IMPROVEMENTS	\$ 610,000						\$ 244,000	\$ 610,000						\$ 365,000		\$ 610,000
TRAFFIC SIGNAL NEW NORTH SHORE E/W ART/EVERETT	\$ 300,000							\$ 120,000						\$ 180,000		\$ 300,000
ACCESS CONTROL LEAD/BETTER/EVERETT	\$ 61,000							\$ 24,400						\$ 36,600		\$ 61,000
NW 18TH WHITMAN TO BRADY PATHWAY	\$ 125,000					\$ 75,000		\$ 50,000								\$ 125,000
SE CROWN RD SE 23RD ST TO NE 3RD AVE	\$ 10,040,000							\$ 10,040,000								\$ 10,040,000
IMPROVEMENTS 14TH/EVERETT	\$ 61,000							\$ 24,400						\$ 36,600		\$ 61,000
NW 43RD/ASTOR SIERRA TO 38TH	\$ 2,600,000					\$ 600,000		\$ 2,000,000								\$ 2,600,000
NW 38TH PARKER TO GRASS VALLEY PRK	\$ 3,512,000						\$ 1,066,000	\$ 847,000						\$ 1,599,000		\$ 3,512,000
NE 43RD AV-SR600 TO EAST CITY LIMITS	\$ 5,000,000					\$ 500,000		\$ 4,500,000								\$ 5,000,000
SE 15TH ST/NOURSE RD-CHS TO 283RD	\$ 5,700,000							\$ 5,700,000								\$ 5,700,000
NE INGLE RD - GOODWIN TO CITY LIMITS	\$ 6,500,000							\$ 6,500,000								\$ 6,500,000
AREA WIDE SIGNAL STUDY	\$ 125,000	\$ 125,000														\$ 125,000
N DWYER CREEK MP- STREET A	\$ 4,100,000							\$ 4,100,000								\$ 4,100,000
N DWYER CREEK MP- STREET B	\$ 7,300,000					\$ 1,000,000		\$ 6,300,000								\$ 7,300,000
NW PAYNE ST LAKE TO CAMAS MEADOWS DR	\$ 2,000,000							\$ 2,000,000								\$ 2,000,000
TRAFFIC SIGNAL GOODWIN/CAMAS MEADOWS DR	\$ 300,000							\$ 120,000							\$ 180,000	\$ 300,000
ACCESS CONTROL NE 14TH/EVERETT	\$ 61,000							\$ 24,400						\$ 36,600		\$ 61,000
NW MCINTOSH 11TH TO BRADY	\$ 5,000,000					\$ 1,000,000		\$ 4,000,000								\$ 5,000,000
SE 23RD ST REALIGNMENT CROWN/283rd	\$ 750,000						\$ 244,000	\$ 140,000						\$ 366,000		\$ 750,000
NE 13TH/18TH GOODWIN TO 192ND	\$ 6,235,000						\$ 1,066,000	\$ 5,570,000						\$ 1,599,000		\$ 6,235,000
EVERETT ST NE 35TH AV TO N CITY LIMITS	\$ 5,700,000						\$ 1,744,000	\$ 1,340,000						\$ 2,615,000		\$ 5,700,000
NEW E/W ARTERIAL 242ND&9TH TO EVERETT	\$ 13,925,000						\$ 4,360,000	\$ 3,025,000						\$ 6,540,000		\$ 13,925,000
NE 242 AVE 28TH TO 9TH	\$ 11,505,000						\$ 2,180,000	\$ 6,055,000						\$ 3,270,000		\$ 11,505,000
NE 9TH ST 232ND TO 242ND	\$ 4,480,000						\$ 1,405,000	\$ 969,000						\$ 2,107,000		\$ 4,480,000
NE 232 AVE 28TH TO 9TH	\$ 9,450,000						\$ 2,277,000	\$ 3,758,000						\$ 3,415,000		\$ 9,450,000
INGLE RD EXTENSION GOODWIN TO 232ND	\$ 8,965,000						\$ 2,470,000	\$ 2,789,000						\$ 3,706,000		\$ 8,965,000
NE 28TH ST 232ND TO 242ND	\$ 3,875,000						\$ 388,000	\$ 2,905,000						\$ 582,000		\$ 3,875,000
NW 18TH/PAYNE TRL AND TO PACIFIC RIM	\$ 3,525,000					\$ 525,000		\$ 3,000,000								\$ 3,525,000
14TH/HOOD/14TH IMPROVEMENT	\$ 3,600,000							\$ 3,600,000								\$ 3,600,000
TRANSPORTATION CAPITAL FACILITIES PLAN UPGRADES	\$ 300,000	\$ 300,000														\$ 300,000
SHARED BIKE PATH/PEP IMPROVEMENT	\$ 450,000	\$ 450,000														\$ 450,000
NW ASTOR/11TH FOREST HOME RD TO MCINTOSH	\$ 2,214,000							\$ 2,214,000								\$ 2,214,000
PAVEMENT MANAGEMENT PROGRAM	\$ 13,500,000		\$ 13,500,000													\$ 13,500,000
STREETS TOTAL	\$ 146,889,000	\$ 875,000	\$ 13,500,000	\$ -	\$ -	\$ 3,900,000	\$ 17,812,000	\$ 83,004,200	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ -	\$ 27,097,800	\$ 146,889,000
CEMETERY																
CEMETERY TOTAL	\$ -															\$ -
STORM																
STORM SYSTEM REHAB	\$ 3,500,000								\$ 3,500,000							\$ 3,500,000
WETLAND MONITORING	\$ 275,000								\$ 275,000							\$ 275,000
STORM TOTAL	\$ 3,775,000								\$ 3,775,000							\$ 3,775,000
WATER																
WELL 17																\$ -
PARKERS LANDING WELL	\$ 370,000.00									\$ 370,000						\$ 370,000
NW/TP WELL	\$ 3,651,000.00									\$ 3,651,000.00						\$ 3,651,000
WASHINGTONAL WELLFIELD IMPROVEMENTS	\$ 3,059,000.00									\$ 3,059,000.00						\$ 3,059,000
STEIGERWALD REGIONAL SOURCE	\$ 11,193,000.00									\$ 11,193,000.00						\$ 11,193,000
NEW DISTRIBUTION ALONG NW 6TH AVE/ NE ADAMS ST	\$ 928,000									\$ 928,000						\$ 928,000
TIMBER HARVEST	\$ 600,000									\$ 600,000						\$ 600,000
DEAD-END LOOPING PROGRAM	\$ 770,000									\$ 770,000						\$ 770,000
NEW FOREST HOME PS	\$ 3,117,000									\$ 3,117,000.00						\$ 3,117,000
NEW 455 ZONE PS CAPACITY	\$ 1,258,000									\$ 1,258,000.00						\$ 1,258,000
LOWER PRUNE HILL PS EXPANSION	\$ 370,000									\$ 370,000						\$ 370,000

Capital Improvement Plan

CAPITAL FACILITY CATEGORY	Total Project Cost (\$)	General Fund	Street Fund	Equipment Rental	C/W Fire & EMS	Debt (Bonds/Loans)	Grants	Development	Stormwater Rates	Water Rates / Water SDC	Sewer Rates / Sewer SDC	REET	Park Impact Fees	Fire Impact Fees	Traffic Impact Fees	Total Project Cost (\$)
NORTH SHORE PS CAPACITY PHASE I	\$ 1,184,000									\$ 1,184,000.00						\$ 1,184,000
NORTH SHORE PS CAPACITY PHASE II	\$ 3,631,000									\$ 3,631,000.00						\$ 3,631,000
NW COUCH ST PS	\$ 920,000									\$ 920,000.00						\$ 920,000
NEW GREGG TANK; NEW GREGG TANK TRANSMISSION MAIN	\$ 3,984,000									\$ 3,984,000.00						\$ 3,984,000
343 ZONE RESERVOIR	\$ 7,108,000									\$ 7,108,000.00						\$ 7,108,000
LOWER PRUNE HILL RESERVOIR REHABILITATION	\$ 2,620,000									\$ 2,620,000.00						\$ 2,620,000
UPPER PRUNE HILL PRESSURE IMPROVEMENTS STUDY	\$ 961,000									\$ 961,000.00						\$ 961,000
WATER SYSTEM PLAN UPDATE	\$ 926,000									\$ 926,000.00						\$ 926,000
SUPPLY R&R PROJECTS	\$ 988,000									\$ 988,000.00						\$ 988,000
PUMP R&R PROJECTS	\$ 959,000									\$ 959,000.00						\$ 959,000
PIPELINE R&R PROJECTS	\$ 26,565,000									\$ 26,565,000.00						\$ 26,565,000
SE 15TH ST. TRANSMISSION MAIN UPSIZE	\$ 848,000									\$ 848,000.00						\$ 848,000
NE 43RD AVE TRANSMISSION MAIN UPSIZE	\$ 701,000									\$ 701,000.00						\$ 701,000
SE 283RD AVE TRANSMISSION MAIN UPSIZE	\$ 1,187,000									\$ 1,187,000.00						\$ 1,187,000
SE ROBINSON/SE 7TH ST TRANSMISSION MAIN UPSIZE	\$ 1,627,000									\$ 1,627,000.00						\$ 1,627,000
NE GOODWIN ROAD	\$ 1,627,000									\$ 1,627,000.00						\$ 1,627,000
NORTH SHORE DISTRIBUTION PIPING	\$ 19,909,000									\$ 19,909,000.00						\$ 19,909,000
WATER TOTAL	\$ 101,059,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,059,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,059,000
SEWER																
SEWER PUMP STATION REHAB	\$ 850,000										\$ 850,000					\$ 850,000
IN-CITY SEWER MAIN REHAB	\$ 12,000,000										\$ 12,000,000					\$ 12,000,000
WWTP R&R	\$ 3,245,000										3245000					\$ 3,245,000
NORTH SHORE SEWER TRANS SYSTEM PHASE 2	\$ 750,000.00										750000					\$ 750,000
NORTH SHORE SEWER TRANS SYSTEM PHASE 3	\$ 200,000										200000					\$ 200,000
	\$ 17,045,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,045,000	\$ -	\$ -	\$ -	\$ -	\$ 17,045,000
GRAND TOTAL	\$ 308,888,000	\$ 1,750,000	\$ 27,000,000	\$ -	\$ -	\$ 51,300,000	\$ 35,624,000	\$ 166,008,400	\$ 7,550,000	\$ 202,118,000	\$ 34,090,000	\$ 21,900,000	\$ 3,940,000	\$ 11,000,000	\$ 54,195,600	\$ 308,888,000



Staff Report

November 19, 2018 Council Workshop

Green Mountain Latecomer Reimbursement Agreements

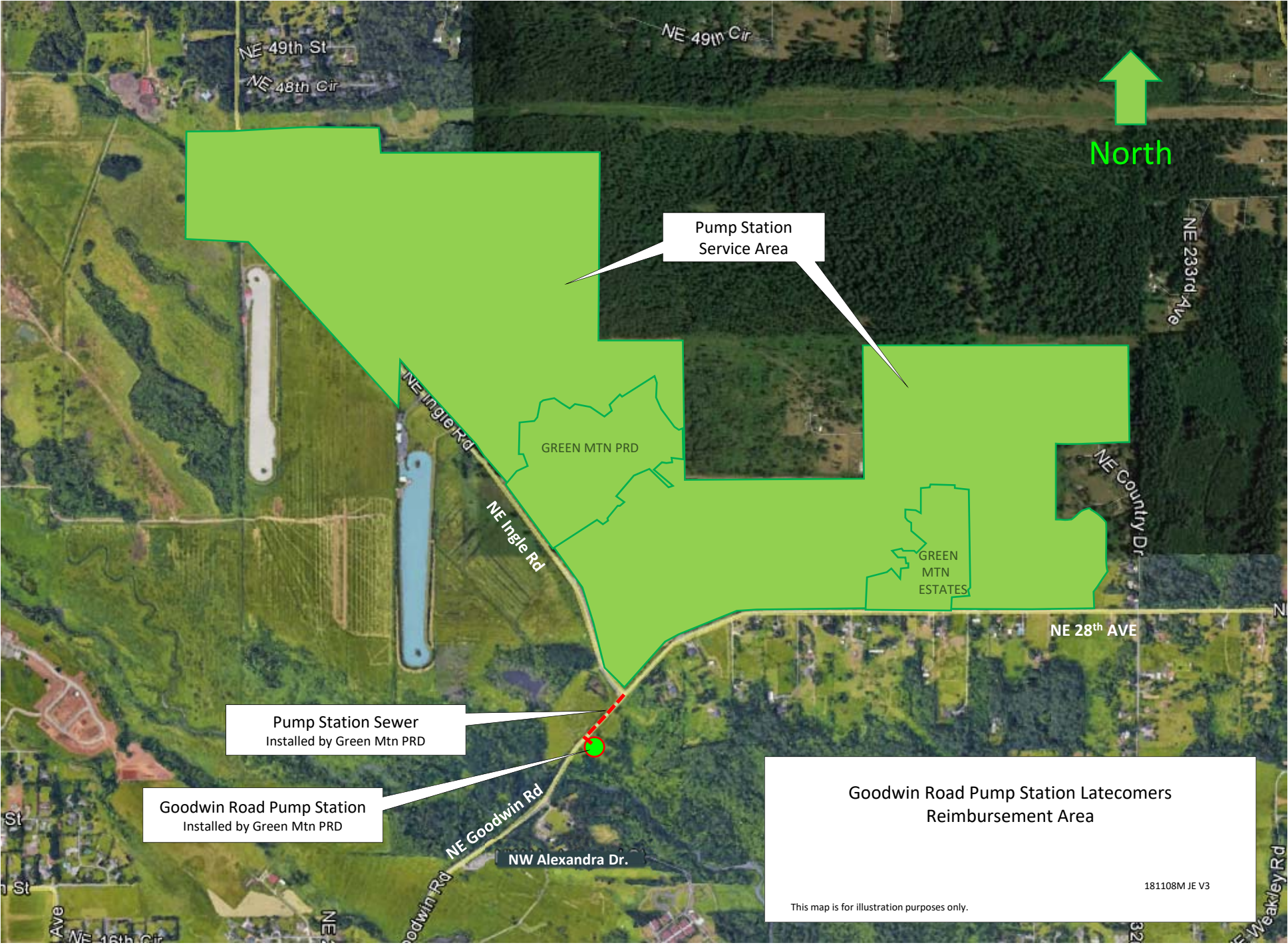
Staff Contact	Phone	Email
James Carothers, Engineering Manager	360.817.7230	jcarothers@cityofcamas.us

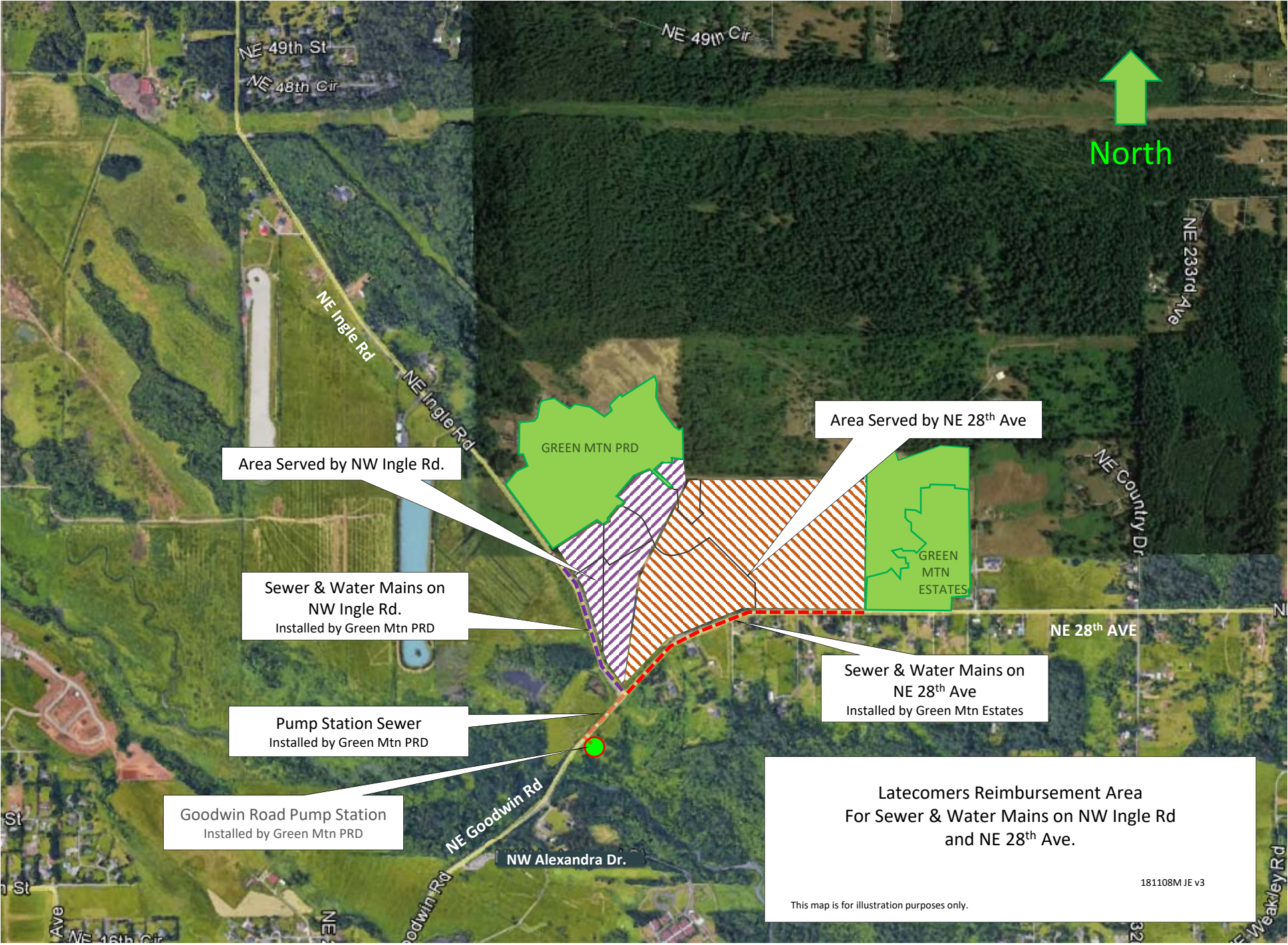
PURPOSE: Developers of the Green Mountain Planned Residential Development (PRD) and the Green Mountain Estates Subdivision have installed municipal water and sewer improvements for their respective developments. The developer of the initial phases of the Green Mountain PRD installed the Goodwin Road sewer pump station as well as water and sewer mains on NE Ingle Road. The developer of Green Mountain Estates installed water and sewer mains on NE 28th Street east of NE Ingle Road. These improvements will benefit others in the area that will be seeking to develop and/or connect to these mains. These benefitted areas are depicted in the Green Mountain Latecomer Reimbursement power point presentation.

Per the Revised Code of Washington (RCW) 35.91, these developers are allowed to request proportionate share reimbursement from other benefitting property owners. The developers have requested to enter into latecomer reimbursement agreements with the City. The City collects the fees at the time of connection to the City's water and/or sewer system which is typically at building permit issuance. The City then reimburses the developer with the collected latecomer fees.

The affected property owners will be notified of the proposed latecomer reimbursement agreements and will be invited to a public hearing that will be held at an upcoming Council meeting. The reason for the public hearing is to give the public an opportunity to comment on the means and methods by which the reimbursements are calculated, but the reimbursement agreement must be honored by the City per RCW 35.91.020. The affected owners only pay if and when they connect to the City's water and/or sewer system.

Staff will present the aforementioned PowerPoint presentation. Please feel free to contact me with questions or comments in advance of the November 19th Workshop.





Area Served by NW Ingle Rd.

Sewer & Water Mains on
NW Ingle Rd.
Installed by Green Mtn PRD

Pump Station Sewer
Installed by Green Mtn PRD

Goodwin Road Pump Station
Installed by Green Mtn PRD


Area Served by NE 28th Ave

Sewer & Water Mains on
NE 28th Ave
Installed by Green Mtn Estates

Latecomers Reimbursement Area
For Sewer & Water Mains on NW Ingle Rd
and NE 28th Ave.

181108M JE v3

This map is for illustration purposes only.



Utility Rates and System Development Charge Update

City Council Workshop

November 19, 2018

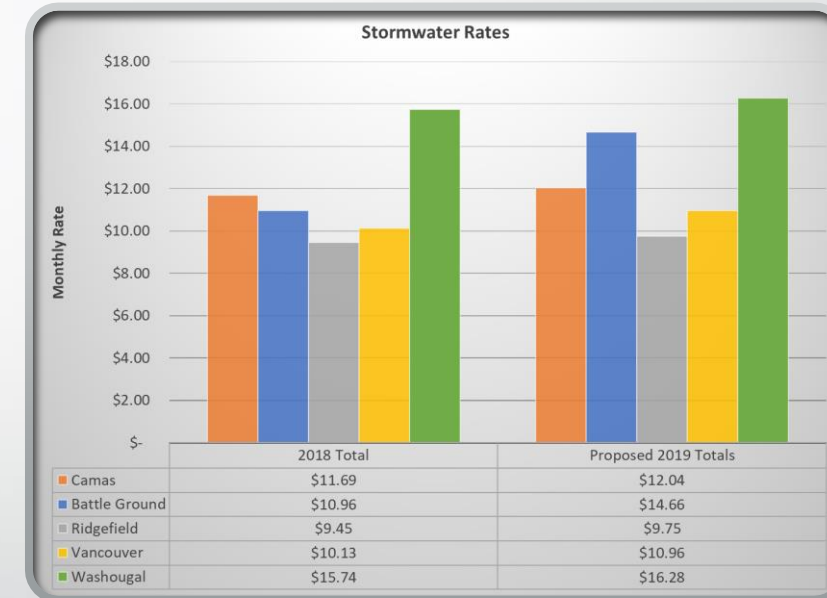
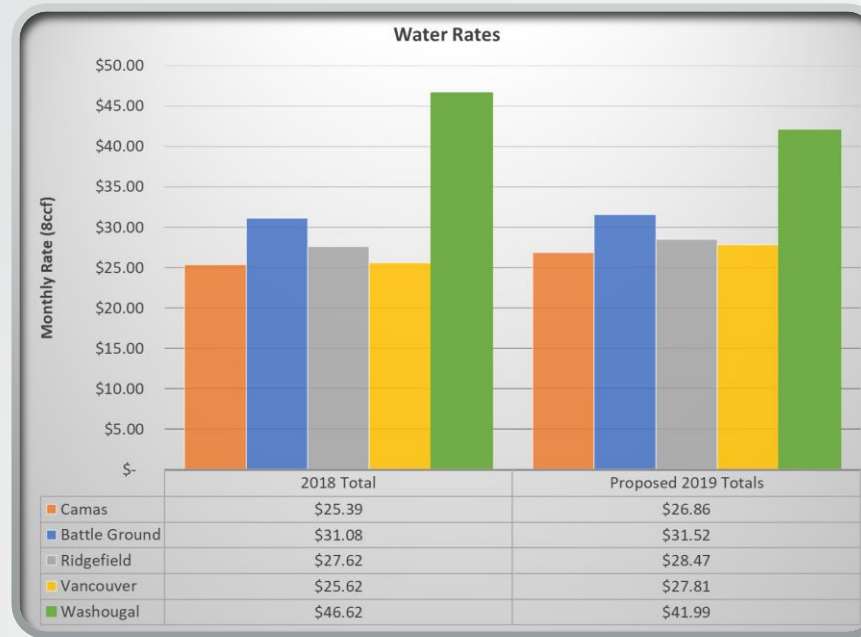
Utility Rates - Reminder

- Proposed rate increases:
 - Water – 5.65% Increase
 - Sewer – 3.3% Increase
 - Stormwater – 3% Increase
- 5-Year Proposal (2019-2023)
- Rate Ordinances on Regular Meeting Agenda for November 19th.

2018/2019 Utility Rate Comparisons

Notes:

- 2019 Rates shown as currently proposed by all agencies
- Totals include Utility Taxes in the following amounts:
 - Battle Ground – 20% on all
 - Ridgefield – 8% on Sewer and Water
 - Vancouver – 24.9% in 2018 and 27.3% in 2019 on all utilities
 - Washougal – 10% on Sewer and Water
- CRWWD (Clark County) Sewer Charge at \$38 for 2018 and \$39 proposed for 2019 not shown for comparison purposes
- Information provided by staff from each agency for typical single family residential home



System Development Charges

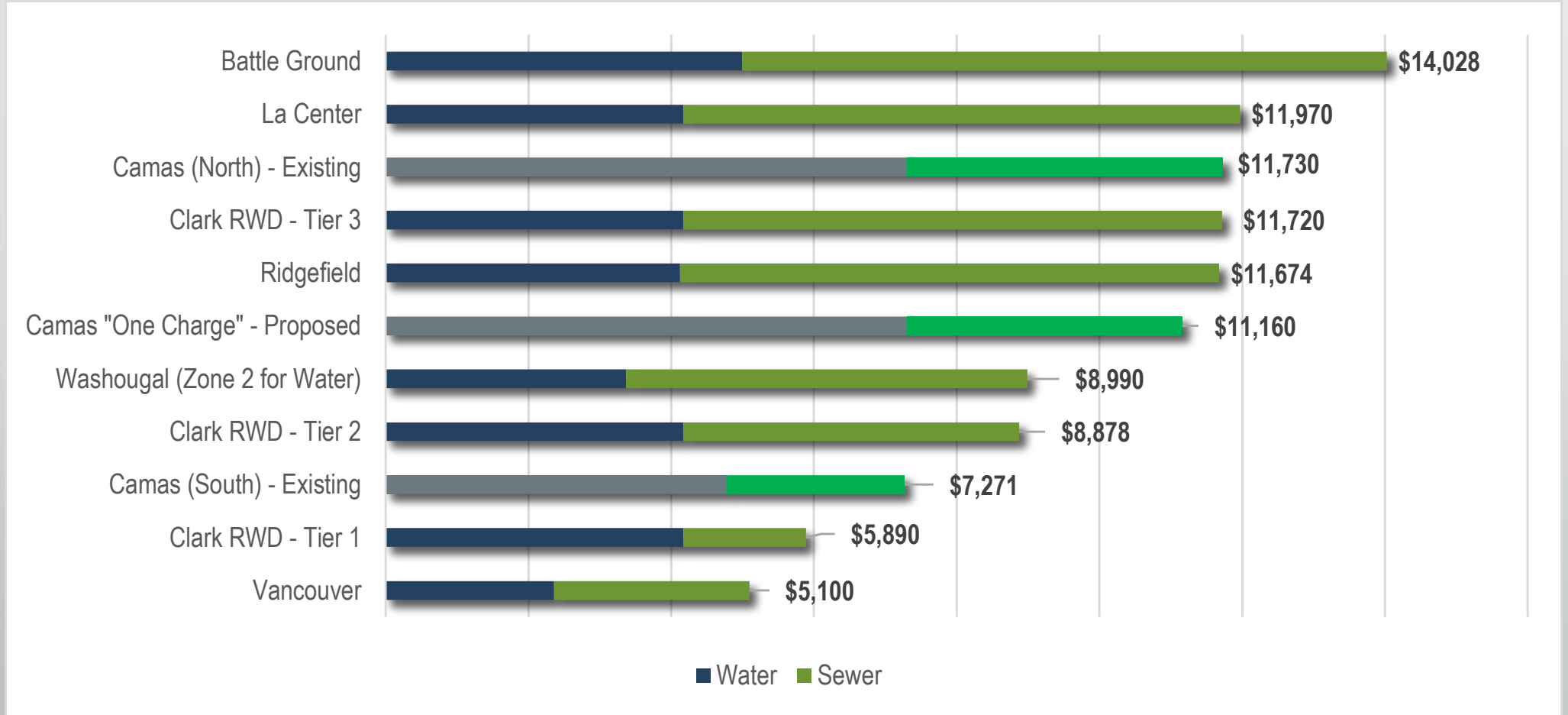
- Reviewed options with Council at prior meetings
- One “City-Wide” charge (Water and Sewer)
- Assume no Developer contributions in calculation
 - SDC Credit implications
- Water – one category with all uses (no separate Industrial)
- Sewer Calculation – based on “Equivalent Residential Units” vs. prior Meter Equivalent Size



System Development Charges (SDCs) – Current Proposal

- **Water = \$7,310** based on ¾-inch Meter
 - South area phased in over two years
 - 2019 = \$6,044
 - 2020 = \$7,310
- **Sewer = \$3,850**
 - Decrease in the North and increase in the South
- Charges based on Draft 2018 Water System Plan Update and 2010 General Sewer Plan (with Amendments)

SDC Comparison



SDC Code Changes

- Water - CMC 13.52 and Sewer – CMC 13.72
- Revised definitions
- Modified SDC Credit provisions
 - Set limit on use of credits at 10 years
 - How credits can be used left the same
- Added Indexing
- Accessory Dwelling Units (“ADUs”) – no charge
- Separate Agreement option available to Council

Utility Specific Changes

- Water
 - Phased approach
 - Base meter changed in 2007+/- from 5/8-inch to 3/4-inch
- Sewer
 - Equivalent Residential Unit (ERU) calculation
 - Most Uses by Meter Size up to 2-inches
 - Over 2-inches (less than 1% of the System) by Study
 - Specialty uses

Sewer ERU Calculation Examples

- Schools – based on Number of Students/Faculty
 - 32 stud/ERU
 - Likely higher than current charge per Meter Size
 - Ex: Lacamas Lake Elementary – Meter Size = 8 ERUs; Students = 22 ERUs
- Restaurants – based on Number of Seats
 - Full Service/Fast Food = 12 seats/ERU; Quality Sit Down = 17.4 seats/ERU
 - Similar to CRWWD; more lenient than BG and VC
 - Generally equivalent to Meter Size
- Hotels - # of Rooms
 - 0.4 ERU/room (without Kitchen)
- Industrial Uses – by Study





Next Steps and Questions



Staff Report

November 19, 2018 Council Regular Meeting

Amendment to the Fire Interlocal Agreement

Staff Contact	Phone	Email
Pete Capell, City Administrator	360.834.6864	pcapell@cityofcamas.us

SUMMARY: Council has directed staff to include two Firefighter/Paramedics, two Firefighter/EMTs and a Fire Inspector to the 2019-2020 budget. The City of Washougal has indicated that they are unable to fund their share of the positions at this time. They want more time to understand the staffing needs of the Fire Department, including various alternatives to reduce the financial impacts.

The Interlocal Agreement outlines how costs for the fire department are shared between Camas and Washougal. This amendment was prepared to enable Camas to pay for the additional positions without violating the agreement. Mayor Pro Tem Don Chaney and staff met with staff from the State Auditor's Office to determine if the amendment would suffice to prevent any State Auditor findings, management letters or exit comments. The auditors indicated the amendment would be satisfactory and issues would not be raised regarding this in our annual audit and agreed that both parties would benefit from the agreement; Washougal would see reduced overtime expenses from the additional personnel and Camas would have reduced overtime expenses and provide additional staffing at Station 42 some of the time.

In addition to the amendment, Mayor Pro Tem Chaney and staff discussed deferring Washougal's Fire Reserve payments to fund the firefighter positions. We also considered adding two firefighters in 2019 and two more in 2020 to reduce the impact. Washougal could pay for their portion of the two firefighters out of their reserve payment or increase their total payment to Camas for the Fire Department.

David Scott, Washougal City Administrator, agreed that Washougal should pay retroactively for the equipment necessary to support the positions.

Options for Council to consider:

1. Approve the amendment and hire four firefighters and one fire inspector – Washougal would approve the agreement, review staffing needs in 2019 and begin payment in 2020 or 2021.
2. Approve the amendment and hire two firefighters and one fire inspector in 2019 and two firefighters in 2020 – Washougal would approve the agreement, review staffing needs in 2019 and begin payment in 2020 or 2021.
3. Hire four firefighters and one fire inspector – Washougal would pay their share by deferring their payment to the reserve.

4. Hire two firefighters and one fire inspector in 2019 and two firefighters in 2020 – Washougal would pay their share by deferring their payment to the reserve.
5. Delay hiring additional firefighters until Washougal has agreed to the staffing levels.

RECOMMENDATION REQUESTED: Council's direction on how to proceed. Staff can bring back the Amendment to the Interlocal Agreement and/or amend the budget to revise Fire staffing additions for consideration at Regular Meeting on December 3, 2018.

**AMENDMENT TO INTERLOCAL AGREEMENT BETWEEN THE CITIES OF CAMAS
AND WASHOUGAL FOR THE FORMATION AND OPERATION OF THE CAMAS-
WASHOUGAL FIRE DEPARTMENT DATED DECEMBER 4, 2013**

This Amendment made pursuant to Section 30.1 of the Interlocal Agreement between the Cities of Camas and Washougal for the Formation and Operation of the Camas-Washougal Fire Department dated December 4, 2013, hereinafter “Agreement”, by and between the City of Washougal, a municipal corporation organized and existing under the laws of the State of Washington, hereinafter referred to as “Washougal”, and the City of Camas, a municipal corporation organized and existing under the laws of the State of Washington, hereinafter referred to as “Camas”:
WITNESSETH

WHEREAS, Camas has determined that it is appropriate to increase the staffing profile provided in Section 6 of the Agreement to add four firefighters and one deputy fire marshal, and that such staffing increases should occur in 2019.

WHEREAS, Camas has further determined to independently fund these additional positions outside of the formulaic cost sharing identified in the Agreement.

WHEREAS, Washougal has not determined that the increased staffing profile is appropriate at this time and is therefore not participating in the funding of the additional positions in 2019.

WHEREAS, Camas will further incur expenses relating to the acquisition of associated equipment.

WHEREAS, Camas and Washougal have stipulated to amend Section 16, by adding a new Subsection 16.17, to clarify the respective responsibilities associated with the funding and cost allocation provision of the Agreement.

WHEREAS, Section 16 of the Agreement shall be amended to include a new subsection 16.17, as follows:

16.17 The provisions of this Section relating to the funding and cost allocation shall remain in full force and effect, with the exception that the addition of four firefighters and deputy fire marshal to occur in 2019 shall be independently funded by Camas, and Washougal is not bound to participate in the funding of these additional positions in 2019, under the following conditions:

16.17.1 Camas and Washougal will work together with best efforts and good faith to review the staffing profile for the Agreement to seek mutual agreement on staffing levels and staffing needs, alternatives to increased staffing such as the use of volunteers, funding and ability to pay. Camas and Washougal further agree that they will mutually review all other provisions of the Agreement as may be appropriate for amendment, including but not limited to capital facilities planning and funding, cost sharing and ECFR payments.

16.17.2 The parties agree that a good faith and best efforts will be made to reach mutual agreement regarding the additional staffing and related cost sharing and the other review items described herein in time to implement any adjustments in the 2020 budget, but in any event no later than in time for the 2021 budget.

16.17.3 Failure to negotiate future funding allocation shall not constitute cause under Section 19. Termination shall require twenty-four months' notice pursuant to section 19.2 unless some other grounds exist under Sections 19.3 or 19.4 permitting a shorter termination period. Any termination shall be expressly subject to Section 19.8 relating to reimbursement of net costs to include the additional funding assumption by Camas as described in this Section. Such termination notice shall not prevent the Parties from reaching mutual agreement during the pendency of the twenty-four months' notice period.

16.17.4 Additional expenses assumed by Camas relating to the acquisition of equipment shall be reimbursed by Washougal concurrently with an agreement on staffing levels as described in Subsection 16.17.1 herein, but in no event later than December 31, 2020.

16.17.5 The terms of Attachment D shall be amended as necessary to reflect the provisions of this Subsection 16.17.

IN WITNESS WHEREOF the parties have caused this Amendment of Interlocal Agreement to be executed in their respective names by their duly authorized officers and have caused this Amendment of Interlocal Agreement to be dated as of the _____ day of _____, 2018.

CITY OF CAMAS, a municipal corporation

By: _____
Title: _____

Attest:

Camas City Clerk

Approved as to form:

Shawn R. MacPherson, City Attorney

CITY OF WASHOUGAL, a municipal corporation

By: Molly Coston
Title: Mayor of the City of Washougal

Attest:

Washougal City Clerk

Approved as to form:

Kenneth Woodrich, City Attorney