

CITY COUNCIL MEETING AGENDA

Monday, July 15, 2013, at 7 p.m. Camas City Hall, 616 NE 4th Avenue

- I. CALL TO ORDER
- II. PLEDGE OF ALLEGIANCE
- III. ROLL CALL
- IV. PUBLIC COMMENTS
- V. CONSENT AGENDA
 - A. Approve the minutes of the July 1, 2013, Camas City Council Meeting and the work session minutes of July 1, 2013
 - B. Approve claim checks as approved by the Finance Committee
 - C. Authorize staff to take the necessary steps to terminate the Memorandum of Understanding (MOU) with Clark Regional Emergency Services (CRESA) to provide a backup Emergency Operations Center (EOC). In 2006, the City of Camas entered into a MOU with CRESA. The agreement called for the City to provide a backup EOC and included a list of required telephone access lines, data drops, and copier and fax capabilities. With technology changes that have taken place since 2006, this agreement is now stale and is no longer necessary. CRESA has been consulted and is in agreement that the old MOU can be terminated. This item was discussed at the City Council workshop on July 1, 2013. (submitted by Mitch Lackey)
 - D. Authorize the Engineering Manager to sign Amendment No. 1 to the Professional Services Contract with Columbia West Engineering, Inc., for Project S-545 NW 38th Avenue/SE 20th Street Roadway Improvements in the amount of \$16,080. This amendment will provide additional construction testing services for this project. The agreement between the City and the Washington State Department of Transportation (WSDOT) for Federal Highways Administration (FHWA) grant projects specifies that consultant agreements must be signed by the Engineering Manager. (submitted by Anita Ashton)
 - E. Approve Pay Estimate No. 2 for Project SS-578 2013 NW Lake Road Invasive Species Removal to Green Tree Landscaping, Inc., in the amount of \$1,499.30. The pay estimate is for work completed in June, 2013. (submitted by Anita Ashton)
 - F. Authorize the write-off of the June 2013 Emergency Medical Services (EMS) billings in the amount of \$49,612.03. This is the monthly uncollectable balance of Medicare and

- Medicaid accounts that are not collectable after receiving payments from Medicare, Medicaid, and secondary insurance and from patients. (submitted by Pam O'Brien)
- G. Approve Pay Estimate No. 4 for Project S-545 NW 38th Avenue/SE 20th Street Roadway Improvements, Phase 1 to Tapani, Inc., in the amount of \$328,055.90. The pay estimate is for work completed from June 3, 2013 through June 28, 2013. (submitted by Anita Ashton)
- H. Authorize the Bid Award for Project S-576D 2013 Grind and Overlay to Granite Construction Company in the amount of \$71,398. This is a budgeted item. (submitted by Eric Levison)
- I. Authorize the Mayor to sign a Quit Claim Deed for right of way on NW 18th Avenue. As part of the recent Transportation Alternative Program (TAP) grant, Clark County agreed to donate the right of way and survey the project limits as a partnership match for the project. This section of roadway was a remnant sliver of right of way on NW 18th Avenue (from Winchester Hills Subdivision to Knights Point Estates Subdivision) that abuts property in the City limits on both sides of the roadway. This Quit Claim Deed completes the transfer of the right of way to the City to comply with the grant application. There is no cost for the right of way. (submitted by Eric Levison)
- J. Authorize the Mayor to sign Change Order No. 1 for Project P-862A1 Lacamas Lake Lodge Tank Removal to 3 Kings Environmental, Inc., in the amount of \$60,564.35. This change order is for the added work to remove contaminated soil discovered during tank removal at the Lacamas Lake Lodge site. The original bid was for the decommissioning and removal of the abandoned fuel tank located at the site. During excavation of the tank significant soil contamination was encountered that required removal and remediation in accordance with state requirements. Staff is pursuing grant funding to help defray the cost of the cleanup. The Lacamas Lake Lodge project will fund the cost of this change order. (submitted by Eric Levison)
- K. Set a date of August 5, 2013, for a public hearing to consider an appeal filed by Roy and Lisa Archilla of a Civil Regulatory Order related to the construction of a water feature and other improvements made on property platted as open space and owned by the City of Camas. (submitted by Phil Bourquin)

NOTE: Any item on the Consent Agenda may be removed from the Consent Agenda for general discussion or action.

VI. NON-AGENDA ITEMS

- A. Staff
- B. Council

VII. MAYOR

A. Announcements

VIII. COMMUNITY DEVELOPMENT

A. Public Hearing – North Dwyer Creek Comprehensive Plan Amendments

1. Details: Amending the North Dwyer Creek Master Plan was a stated priority set by City Council as part of their 2012 Work Program, and was carried forward as a priority for 2013. The master plan area is approximately 688 acres, which is generally bounded by NW Lake Road, NW Friberg Street, NE Goodwin Road, and Lacamas Creek. The plan that was approved in 2000 designated approximately 83 percent of the area as Light Industrial/Business Park (LI/BP). The amendments propose to convert approximately 26 percent of LI/BP lands to other comprehensive plan designations, to include industrial and residential.

Department/Presenter: Sarah Fox, Senior Planner

Recommended Action: That Council reviews the amendments, conducts a public hearing, deliberates, and does not take action until a public hearing on the consolidated 2013 Comprehensive Plan Amendments has occurred

- B. Project S-565 NW 38th Avenue, Phase 2, Fuel Tax Agreement
 - 1. Details: This agreement with the Washington State Transportation Improvement Board (TIB) provides the terms for which the City will receive grant funding in the amount of \$1.72 million. This grant funding is for the construction of phase 2 of the NW 38th Avenue Street Improvements from SE Armstrong Street east to NW Parker Street. This item was introduced to Council at the April 15th workshop. The Project Funding Status Form is included with the agreement. TIB requires recipients to provide a project schedule and to identify funding partners and their amount of financial participation. Stormwater and wetland mitigation costs have driven the overall cost higher than the original estimation. Camas staff asked for \$1.5 million and \$0.7 million in state stormwater grants for this project and the Friberg/Strunk Street Improvements project respectively. Based on the state's 2013-2014 approved budget, Camas is to receive \$2.0 million in stormwater grant money, and at this point staff is still seeking information regarding the state spending requirements and project distribution amounts to each project. For this reason, the state stormwater grant and the Camas participation amounts have been estimated on the Project Funding Status Form at this time for the purpose of expediting the initiation of this agreement per TIB staff. Staff intends to use the majority of the stormwater grant for property acquisition on this project. Staff will also pursue additional Federal Highway Administration grant funding for additional construction dollars

Department/Presenter: James Carothers, Engineering Manager Recommended Action: Authorize the Mayor to sign the Fuel Tax Agreement

IX. FIRE DEPARTMENT

- A. Wildland Firefighting Contract with the Washington State Patrol (WSP)
 - 1. Details: At the July 1, 2013, Council Workshop, there was discussion about Camas participating in state wildland mobilization efforts as Washougal has done for many years. As a temporarily combined department, it was becoming onerous for one small segment of the employees to be eligible for call up while the rest were not. To participate in state wildland mobilization efforts, Camas is required to sign a contract with the WSP. This contract was presented during the July 1, 2013,

Council Workshop and allows Camas personnel to be utilized and also for Camas to bill the WSP for reimbursement of any expenses. Council members had several questions at the workshop meeting that were researched and answered.

Department/Presenter: Nick Swinhart, Fire Chief

Recommended Action: Authorize the Mayor to sign the contract with the WSP

X. ADJOURNMENT

NOTE: The City of Camas welcomes and encourages the participation of all of its citizens in the public meeting process. A special effort will be made to ensure that a person with special needs has the opportunity to participate. For more information, please call 360.834.6864.



CITY COUNCIL WORKSHOP MEETING MINUTES - Draft Monday, July 01, 2013 at 4:30 p.m. Camas City Hall, 616 NE 4th Avenue

I. CALL TO ORDER

Mayor Scott Higgins called the meeting to order at 4:30 p.m.

II. ROLL CALL

Present: Greg Anderson, Don Chaney, Linda Dietzman, Tim Hazen, Steve Hogan,

Melissa Smith, and Shannon Turk

Staff: Kristin Berquist, Phil Bouquin, James Carothers, Sherry Coulter, Mitch

Lackey, Eric Levison, Nina Regor and Nick Swinhart

Press: No one from the press was present.

III. PUBLIC COMMENTS

There were no comments from the public.

IV. PUBLIC WORKS DEPARTMENT

A. Miscellaneous and Updates

Details: Updates on miscellaneous or emergent items

Department/Presenter: Eric Levison, Public Works Director

Mayor welcomed Cathy Huber Nickerson who will begin as the City of Camas Finance Director on Monday, July 8th.

Levison informed Council that staff is working on a comprehensive plan for outdoor cafe seating standards for the downtown core area.

The Lacamas Lake Lodge Project is on schedule, with tree cutting along the Lake Road entrance beginning on July 2nd.

V. COMMUNITY DEVELOPMENT DEPARTMENT

A. North Dwyer Creek Comprehensive Plan and Zoning

Details: Amending the North Dwyer Creek Master Plan was a stated priority set by City Council as part of their 2012 Work Program, and was carried forward as a priority for 2013. The master plan area is approximately 688 acres, which is generally bounded by NW Lake Road, NW Friberg Street, NE Goodwin Road, and Lacamas Creek. The plan that was approved in 2000 designated approximately 83 percent of the area as Light Industrial/Business Park (LI/BP). The amendments propose to convert approximately 26 percent of LI/BP lands to other comprehensive plan designations, to include industrial and residential.

Department/Presenter: Phil Bourquin, Community Development Director

North Dwyer Creek Staff Report

This matter is scheduled for a public hearing on July 15, 2013, at 7 p.m. during the regular Council meeting.

B. Amendment to Professional Services Contract with Columbia West Engineering, Inc., for Project S-545 NW 38th Avenue/SE 20th Street Roadway Improvements

Details: Amendment No. 1 to the Professional Services Contract with Columbia West Engineering, Inc., is in the amount of \$16,080.00. This amendment will provide additional construction testing services for this project. The agreement between the City and the Washington State Department of Transportation for Federal Highways Administration (FHWA) grant projects specifies that consultant agreements must be signed by the Engineering Manager.

Department/Presenter: James Carothers, Engineering Manager

Amendment No. 1

This item will be placed on the July 15, 2013, Consent Agenda for Council's consideration.

C. Miscellaneous and Updates

Details: Updates on miscellaneous or emergent items

Department/Presenter: Phil Bourquin, Community Development Director

Bourquin informed Council that County Properties East LLC had presented a proposal to the City, which would begin with an application for a boundary line adjustment to their Lake Road site. The process would be subject to a public hearing and City Council's approval. The proposal by County Properties East LLC is to purchase additional pond property from the City of Camas and to build a retaining wall. If purchased, the additional property would make the entire property more viable. Council confirmed by head nods that they were open to hearing County Properties East LLC's proposal. Bourquin remarked that handouts were submitted to Council via email earlier in the day. Bourquin responded to Council's questions and concerns.

Matt Olson, County Properties East LLC, 4600 N.E. Camas Meadows Dr., Suite 200, explained the particulars of the property's layout in relation to the proposal. He responded to questions from Council. The proposal will return to the City Council at a later date.

County Properties East LLC proposal correspondence (added July 1, 2013)



County Properties East LLC Site Plan (added July 1, 2013)



A. Termination of Memorandum of Understanding (MOU) with Clark Regional Emergency Services Agency (CRESA)

Details: In 2006, the City of Camas entered into a MOU with CRESA. The agreement called for the City to provide a backup Emergency Operations Center (EOC) and included a list of required telephone access lines, data drops, and copier and fax capabilities. With technology changes that have taken place since 2006, this agreement is now stale and is no longer necessary. CRESA has been consulted and is in agreement that the old MOU can be terminated.

Department/Presenter: Mitch Lackey, Chief of Police

CRESA MOU

The termination of the MOU with CRESA will be included on the July 15th Consent Agenda.

VII. CITY ADMINISTRATION

A. Miscellaneous and Scheduling

Details: Updates on miscellaneous or scheduling items

Department/Presenter: Nina Regor, City Administrator

The library will be losing two library pages in August. Pages work 19-20 hours per week and their salary range starts at \$12.27 per hour. Among other things, the pages process every item returned to the library (over 500,000 items handled in 2012), restock the shelves and keep things in order. They also aid in opening and closing the building, set up for events in the library, and locate items on the shelf for shipment to other libraries. Since these are funded and needed positions, we are going ahead and advertising the position in-house to begin the process of replacing the two employees. There was no Council opposition to refilling the positions.

The City of Camas earned the 2013 Association of Washington Cities (AWC) Employee Benefit Trust WellCity Award. We are one of 84 jurisdictions to do so. As a result, we receive a 2% premium discount for our Regence/Asuris premiums in 2014.

At the June 18th Workshop, there was a discussion about adding a second public comment period at Council meetings after all the action items. There was Council consensus to add the second period and discussion about adding to the agenda itself language about topics that should not be discussed, such as items that were a legislative or quasi-judicial public hearing earlier on the agenda. Council requested some language to add to the agenda to point out those restrictions. Under the Workshop public comments, a member of the public commented that no language would be necessary for those two types of issues, because there are constraints on when public comment would be allowed during those situations. It would, however, require clarification or management by the presiding officer. The purpose of raising the topic tonight is to follow up with Council as to whether you do want written language on the Council meeting agenda or want to leave it to the presiding officer to manage.

After discussion, it was decided that the potential wording will be emailed to Councilmembers Anderson and Dietzman for approval. Once they are satisfied with the draft, the second Regular Council meeting public comment period will be added to subsequent agendas.

Anderson asked about the status of the "State of the City" address. Turk responded that it is scheduled for September 23rd at Camas High School. The event will serve as a substitute for "Town Hall Meetings" on a trial basis. There will be presentations from the City of Camas, Camas School District and the Port of Camas-Washougal and will include an opportunity for questions, discussion, and feedback.

VIII. FIRE (item added July 1, 2013)

Nick Swinhart, Fire Chief, informed Council about the opportunity for the Camas Fire Department to sign a contract with the Washington State Patrol which would allow deployment of Camas staff to fight wild fires. The State of Washington provides full reimbursement for personnel who have voluntarily offered to be deployed to fight wild fires.

The contract opportunity will be discussed along with an opportunity to sign the contract during the July 15th Regular Meeting. Swinhart will respond to questions from Council at that time, including confirmation that reimbursement for overtime includes personnel fighting the fire and the personnel who are working overtime in Camas to make up for the employee who is out of the area; the potential need for additional insurance; and the make-up and percentage of departments who are currently participating in the contract.

IX. COUNCIL COMMENTS

Hogan noted that this "First Friday" is the car show in downtown Camas and he invited all to participate. He also said that the Downtown Camas Association (DCA) has created five committees within the Main Street Program who are all working hard. The committees will be reporting to Council at a future date.

Mayor commented that the Main Street Program's Economic Development Committee membership has increased and there is a lot of energy within the group.

Turk remarked that attending the Camas Planning Commission Meetings and the LEAN training with the City of Vancouver was worthwhile.

Chaney asked Nick Swinhart, Fire Chief, and Mitch Lackey, Police Chief, for an overview of what were their department's plans for enforcement for this year's Fourth of July fireworks were and encouraged the departments to be a little more aggressive. The two Chiefs provided summaries and responded to Council questions.

Dietzman reported that there is a lot of activity at the Camas Pool.

Hazen encouraged volunteer participation for the Camas Days Parade, which takes place at 11 a.m. on Saturday, July 27th.

Smith also noted volunteers were needed for the Camas Days Beer Garden and listed the days and hours. She also attended the Lean training and the first freeholder's meeting, and found both informative.

Turk said that she would not be attending the next Council meeting.

Mayor commented about how great the downtown area is functioning due to a significant investment from the private community and thanked the many City personnel that have played an integral role in the success of the area. He also reminded Council members about the Camas Meadows (4105 NW Camas Meadows Dr.) Concert for a Cause series beginning July 9th and being held on consecutive Tuesdays during the summer. The August 13th Petty Fever Concert will benefit the City of Camas.

X. **PUBLIC COMMENTS**

Ken Hadley, 4011 F Circle, Washougal requested that the proposal for the storm water property and the proposed rules for the second public comment period at the regular Council meetings be posted on the internet. He asked for clarification about commenting on a quasi-judicial matter.

Matt Olson, 4600 N.E. Camas Meadows Dr., Suite 200, commented about the Dwyer Creek Comprehensive Plan change. He also asked for a quick decision regarding the proposed property acquisition.

XI. **ADJOURNMENT**

The meeting adjourned at 5:45 p.m.

NOTE: The City of Camas welcomes and encourages the participation of all of its citizens in the public meeting process. A special effort will be made to ensure that a person with special needs has the opportunity to participate. For more information, please call 360.834.6864.

Quick Preview of Agenda and Supporting Documents - Posted June 26, 2013

Workshop Agenda with Supporting Documents



Mayor	City Clerk



CITY COUNCIL REGULAR MEETING MINUTES-Draft Monday, July 01, 2013 at 7:00 p.m. Camas City Hall, 616 NE 4th Avenue

1. **CALL TO ORDER**

Mayor Scott Higgins called the meeting to order at 7 p.m.

11. **PLEDGE OF ALLEGIANCE**

III. **ROLL CALL**

Present: Greg Anderson, Don Chaney, Linda Dietzman, Tim Hazen, Steve Hogan,

Melissa Smith, and Shannon Turk

Staff: Kristin Berquist, Phil Bourquin, Roger Knapp, Mitch Lackey, Eric Levison,

Nina Regor and Nick Swinhart

Press: Heather Acheson, Camas-Washougal Post Record

IV. **PUBLIC COMMENTS**

There were no comments from the public.

V. **CONSENT AGENDA**

A. Approve the minutes of the June 17, 2013, Camas City Council Meeting and the work session minutes of June 17, 2013.

City Council Meeting Minutes of June 17, 2013

City Council Work Session Minutes of June 17, 2013

- B. Approve claim checks numbered 117579-117706 in the amount of \$1,033,752.35.
- C. Approve Release of Retainage for Project SS-571 Cedar Street Storm Sewer Realignment to Civil Works NW, Inc., in the amount of \$2,757.47. All required city and state project documentation has been received and verified. (submitted by James Hodges)

Release of Retainage



D. Authorize the Mayor to sign an amendment to the J.D. Walsh and Associates Professional Services Contract in the amount of \$54,139. The amendment is for additional architectural services related to the construction of the Heritage Park boat launch project which includes expanding the boat ramp, adding a dock and expanding the parking area. In 2012, the City made an application for a grant to the Recreation and Conservation Office in the Boating Facilities Program. The City's project ranked fourth in the state and if the program is fully funded by state legislature the City expects to be a recipient of a portion of the grant funds. The grant pays for 75% of the project costs and the project is included in the 2013 budget. The other 25% will be funded through Parks and Open Space Impact fees. The City will not execute this amendment until it receives a notice of grant award. (submitted by Jerry Acheson)

Amendment >>>

E. Approve and authorize the Mayor to sign the Memorandum of Understanding (MOU) to participate in the City of Vancouver Innovation Partnership Zone (IPZ). An IPZ is a formal designation awarded by the State of Washington Department of Commerce that showcases a community's competitive advantage in economic development. In order to receive the designation, a community must show clear and meaningful partnerships amongst research, workforce training, and private sector participation in close geographic proximity to promote collaboration in a research based effort that will lead to new technologies, marketable products, company formation, and job creation. There are currently 15 IPZs in Washington State. The City of Vancouver has invited the City of Camas to become a part of its proposed IPZ. At the June 17th workshop, there was Council consensus to participate in the IPZ and to sign its MOU. The draft MOU is a multi-party agreement. The City of Camas' responsibilities are on Page 2. (submitted by Nina Regor)

Draft MOU (updated version posted - July 1, 2013)

F. Approve Pay Estimate No. 5 for Project WS-713 Wastewater Treatment Facilities (WWTF) Improvements, Phase 2B, to Contractors Northwest, Inc., in the amount of \$76,191.20 for work completed through June 19, 2013. This project is budgeted and fully funded. (submitted by James Hodges)

Pay Estimate No. 5

G. Approve Pay Estimate No. 2 for Project WS-720A 2013 STEP/STEF Tank Pumping to AAA Septic Service in the amount of \$3,204.57 for work completed through May 31, 2013. This project is budgeted and fully funded. (submitted by James Hodges)

Pay Estimate No. 2

H. Authorize the Mayor to sign the Interlocal Joint Purchasing Agreement with Clark County. This interlocal allows for the City of Camas and Clark County to utilize bids between agencies for purchases or acquisitions of goods and services in accordance with RCW 39.33. (submitted by Eric Levison)

Interlocal Joint Purchasing Agreement with Clark County

Authorize the Mayor to sign the Interlocal Joint Purchasing Agreement with the City of Washougal. This interlocal allows for the City of Camas and the City of Washougal to utilize bids between agencies for purchases or acquisitions of goods and services in accordance with RCW 39.33. (submitted by Eric Levison)

Interlocal Joint Purchasing Agreement with the City of Washougal

Approve Pay Estimate No. 3 for Project S-545 NW 38th Avenue/SE 20th Street Extension Roadway Improvements, Phase 1, to Tapani, Inc., in the amount of \$468,874.95 for work completed from May 1, 2013 thru May 31, 2013. (submitted by Anita Ashton)

Pay Estimate No. 3

K. Authorize the Mayor to sign a professional services contract with OTAK, Inc., for Project WS-714 24" Sanitary Sewer Transmission Main and Garfield Waterline Relocation for Burlington Northern Sante Fe (BNSF) Railroad for an amount not to exceed \$360,715 for all work described herein. Staff submitted this item for discussion at the Council workshop held on February 19, 2013. City engineering staff solicited public advertisement for proposals from qualified engineering consultants. OTAK, Inc., of Vancouver, Washington was eventually selected to perform this work for Camas. The project will install approximately 7,500 feet of new transmission main that will transport all of the City's STEP system waste water directly to the City's Wastewater Treatment Plant (WWTP). This project is critical for future development, and includes some tasks that may require significant time to complete. The project is budgeted and fully funded by a \$3,740,000 Public Works Trust Fund (PWTF) loan. (submitted by James Hodges)

Professional Services Contract (revised attachment posted - June 27, 2013)

It was moved by Don Chaney, seconded by Melissa Smith to approve the consent agenda. The motion carried unanimously.

NOTE: Any item on the Consent Agenda may be removed from the Consent Agenda for general discussion or action.

VI. NON-AGENDA ITEMS

A. Staff

There were no comments from staff.

B. Council

Hogan commented that the Downtown Camas Association's Annual Car Show is scheduled for the evening of July 5th, during First Friday.

VII. MAYOR

A. Announcements

Mayor Higgins announced the results of the annual softball game between the cities of Camas and Washougal.

VIII. COMMUNITY DEVELOPMENT

A. Public Hearing - Tidland Acquisition and Transfer of Open Space

Details: The City was previously gifted park and open space property from the Tidland Family. Tom Tidland requested an adjustment in the boundary of this land to move a section of 20 feet X 200 feet (4,000 square feet). The result would be an equal adjustment in the area of land that backs up to a future planned neighborhood park in Ostenson Canyon. Pursuant to Ordinance No. 2509, a public hearing is required prior to the sale, conveyance, exchange, transfer or other disposition of open space, park, or recreational land owned by the City.

Department/Presenter: Phil Bourquin, Community Development Director

Tidland Request



Tidland Exhibits

Mayor opened the public hearing at 7:03 p.m. There were no comments or questions from the public regarding the adjustment of property between the Tidlands and the City of Camas. Mayor closed the public hearing at 7:03 p.m.

It was moved by Greg Anderson, seconded by Steve Hogan to approve the adjustment of approximately 4,000 square feet and direct the City Attorney to review the appropriate documents prior to recording with Clark County. The motion carried unanimously.

IX. FIRE DEPARTMENT

A. Ordinance No. 2677 Authorizing the Execution of the Financing Contract for the Purchase of an Ambulance

Details: At the June 17, 2013, Regular Council Meeting, staff requested approval to purchase an ambulance and presented the suggestion to use the state loan program for financing as was discussed with Council during the 2013 budget preparation process. The other recommendation was to "piggyback," as allowed by state law, on a recent ambulance bid obtained by North County EMS. The Council passed a motion to purchase the ambulance with the recommended provisions. Since that approval, staff has identified three other documents that are required to be signed in order for the City to use the state loan program. One is an ordinance that was created by Roger Knapp recently and the other two are

signature documents to participate in the state loan program. All are contained in the agenda packet.

Department/Presenter: Nick Swinhart, Fire Chief

Ordinance No. 2677

Notice of Intent

Authorized Agency Signature Form

It was moved by Don Chaney, seconded by Melissa Smith that Ordinance No. 2677 be read by title only. The motion carried unanimously.

It was moved by Don Chaney, seconded by Greg Anderson that Ordinance No. 2677 be adopted and published according to law. The motion carried unanimously.

It was moved by Greg Anderson, seconded by Steve Hogan to authorize the appropriate parties to sign the notice of intent and the accompanying financial documents. The motion carried unanimously.

X. ADMINISTRATION

A. Resolution No. 1276 Rescinding Resolution No. 1247

Details: On July 16, 2012, the City Council adopted via Resolution No. 1247 the 2012 rate schedule for the Equipment Rental (ER) Fund, to be implemented as part of the 2013 budget process. Shortly after the resolution was adopted, the City decided to not implement the new rates, pending further review of its cost assumptions and allocations. The 2013 budget was built on the previous rate structure. Even though this was verbally noted as part of the budget process, the 2012 rates were not officially rescinded. The City is in the process of reviewing the ER Fund assumptions, with any appropriate revisions coming forward for implementation in the 2014 budget. Per the June 17, 2013, Council Workshop Meeting, attached is a resolution to rescind the 2012 rates pending the 2013 review in order to bring closure to last year's policy decision.

Department/Presenter: Nina Regor, City Administrator

Resolution No. 1276

It was moved by Linda Dietzman, seconded by Shannon Turk that Resolution No. 1276 be read by title only. The motion carried unanimously.

It was moved by Linda Dietzman, seconded by Shannon Turk that Resolution No. 1276 be adopted. The motion carried unanimously.

XI. ADJOURNMENT

The meeting adjourned at 7:10 p.m.

NOTE: The City of Camas welcomes and encourages the participation of all of its citizens in the public meeting process. A special effort will be made to ensure that a person with special needs has the opportunity to participate. For more information, please call 360.834.6864.

Quick Preview of Agenda and Supporting Documents - Posted June 25, 2013

Council Agenda with Supporting Docur	nents 🗽
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June 20, 2013

Ms. Anita Ashton City of Camas Public Works Department 616 Northeast Fourth Avenue P.O. Box 1055 Camas, Washington 98607

Re: Contract Amendment No. 1 for Construction Testing Services S-545 NW 38th Ave. / SE 20th St. Roadway Improvement Project Camas, Washington CWE W.O. No. 12197

Dear Ms. Ashton,

Per email conversations between Columbia West project manager Mike Boronat and yourself, we have developed an estimate of cost for the remaining construction testing services required to finish the referenced project. This estimate is based on a site visit by Mike Boronat on June 18th, and a review of the plans, quantities of material as outlined in addendum #2 dated December 20, 2012, and the "CTB Plan" The remaining construction testing is outlined below under "Scope of Services" and in the attached "Exhibit C".

Scope of Services.

1) The scope of remaining work will consist of, but may not be limited to: Road fill lab and field testing, trench backfill field testing, subgrade CTB lab and field testing and observation, crushed surfacing base course lab and field testing, HMAC lab and field testing, concrete lab and field testing for curbs, sidewalks and foundations.

Payment. Testing services will be conducted on a time-and-expense basis in accordance with the schedule of fees and billing rates provided in the attached Professional Services Schedule of Fees (Exhibit B, 2 pages). The estimated fee for work performed above and identified in Exhibit C is \$16,080.00. Please note this is not a fixed lump sum, but rather a best estimate based upon the anticipated scope of services. If unforeseen circumstances arise and warrant additions to the scope of services. Columbia West will contact you prior to performing further efforts. Columbia West will send an invoice on a monthly basis and be compensated in full within 30 days of receipt of the invoice.

Start Time/Completion Time/Schedule. Services will be performed at an on-call basis according to your request and schedule.

Limitation of Remedy. By signing this proposal agreement / contract, you agree to have read this document and the attached standard contract terms and provisions, including the limitation of remedy paragraph, and agree to be bound by all of the terms. The undersigned certifies that he/she is authorized to act on behalf of City of Camas Public Works Department.

This proposal and the attached terms and conditions constitute the entire agreement between the parties.

Date: 7-9-13	Date:
Columbia West Engineering, Inc.	City of Camas Engineering Manager
Name and Title; Lance V. Lehto, P.E. Principal	Name:
Signature: \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Signature:

- General. Columbia West Engineering, Inc. ("Columbia West") shall perform for Client the professional engineering services as outlined in the body of the Letter Agreement/Contract to which this applies. No additional services shall be performed nor required of Columbia West absent written agreement of the parties.
- 2. Client's Responsibilities. Client shall provide all reasonable information as to Client's requirements for the Project, and will designate a person to act with authority on Client's behalf for all aspects of the Project. Said person will examine and promptly respond to Columbia West's submissions and requests for information, and hall give prompt written notice to Columbia West should Client observe or otherwise become aware of any defect in the work performed under this Agreement. Columbia West shall be entitled to reasonably rely on all information provided to it by Client.
- 3. Payment. Fees and other charges will be billed in accordance with the terms and conditions outlined in the letter agreement. Additionally, the amount of each billing shall be due and payable 30 days after the date of such billing. Any portion of a billing not paid within thirty days of the billing date shall be delinquent and shall bear a service charge of one and one-half percent per month on the unpaid balance. If any billing is not paid within thirty days after the billing date, then in addition to any other remedies as may be available to Columbia West, it may cease performing work upon delivery of written notice to Client of its intention to do so. Columbia West shall additionally have the right but not the obligation to cease performing work under any other contract as may then be outstanding between Client and Columbia West.
- 4. Limitation of Remedy. To the fullest extent permitted by law, and not withstanding any other provision of this contract, the total liability, in the aggregate, of Columbia West and its officers, directors, partners, employees, agents and subconsultants, and any of them, to the Client and anyone claiming by or through the Client, and all other contractors, subcontractor, consultants or others providing services for the project for any and all claims, losses, costs of damages, including attorneys' fees and costs and expert-witness fees and costs of any nature whatsoever or claims expenses resulting from or in any way related to the project from any cause or causes arising out of Columbia West's services on the project (whether described in this agreement or any subsequent agreement between the parties, except as expressly agreed otherwise), including any indemnity obligation owed hereunder or otherwise, shall not exceed \$50,000.00 or the compensation received under this contract, whichever is greater. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, including negligence, strict liability, statutory liability, breach of contract, breach of warranty, negligent misrepresentation, or other acts giving rise to liability based on contract, tort, or statute, unless otherwise prohibited by law.
- 5. Standard of Care. Columbia West will provide its services under this agreement in a manner consistent with that level of care and still ordinarily exercised by members of its profession currently practicing under similar conditions and time period in the locality of the project. Columbia West makes no other representation regarding its services, and no guarantee or warranty, express or implied, is included or intended as to any findings, recommendations, specifications, reports, opinions, documents or other instruments of service prepared by Columbia West. No agent or representative of Columbia West has any authority to modify this disclaimer of warranty. Client recognizes that subsurface conditions may vary from those encountered at the location where borings, surveys or explorations are to be made by Columbia West. Client acknowledges that the interpretations and recommendations made by Columbia West are based solely on the information available to Columbia West. Client agrees that Columbia West has been engaged to provide technical professional services only, and that Columbia West does not owe any fiduciary responsibility to the Client, or the project Owner, if different from Client.
- 6. Client's Termination of Work. Client may, by written notice, terminate Columbia West's work prior to completion. Columbia West shall nevertheless be entitled to payment of all fees and expenses incurred up to termination, and may additionally complete such work as may be necessary to place its files in order and to complete a report on work performed to date of termination. A termination charge to cover the costs thereof may be imposed at the discretion of Columbia West, said termination charge not to exceed ten percent of all charges incurred up to the date of notice of termination.
- 7. Utilities. In the prosecution of its work, Columbia West will take reasonable precautions to avoid any injury or damage to underground structures or utilities. Client agrees to defend, indemnify and hold Columbia West harmless for any damages or claims of damage to any such underground structures or utilities not called to Columbia West's attention or incorrectly shown on surveys or plans furnished to Columbia West.
- 8. Samples. Columbia West will retain uncontaminated samples of soil or rock taken in connection with this work. [Columbia West will retain such samples for thirty days. Retention of such samples beyond thirty days will occur only at Client's request and in return for payment of storage charges incurred.] All contaminated or environmentally impacted material or samples are the sole property of the client. Client maintains responsibility for proper disposal.
- 9. Right of Entry. Client will provide for the right of entry to Columbia West, its employees, agents or consultants, and for all equipment reasonably necessary to complete the work. Columbia West will take reasonable precautions in accordance with the Standard of Care to minimize any damage to property. It is understood by Client, however, that in the normal course of work, some damage may occur, in which event Columbia West is not obliged to restore the property to its state prior to the performance of such work.

- 10. Re-use of Documents. Any reuse or modification of documents by Client or anyone obtaining it through Client will be at Client's sole risk and without liability to Columbia West. Client will defend, indemnify and hold Columbia West harmless from all third party claims, demands, actions, and expenses (including reasonable attorney's fees, expert fees, and other costs of defense) arising out of or in any way related to the reuse or modification of the Work by Client or anyone obtaining it through Client.
- 11. Cost and Other Estimates. Client recognizes that Columbia West has no control over the cost of labor, materials, equipment or services provided by others, or over the contractor's methods of determining prices, or of market conditions. Any cost estimates as may be provided are made only on the basis of Columbia West's experience and judgment. No warranty is given, express or implied, that proposals or bids or actual project construction costs will not vary from cost estimates provided by Columbia West. Additionally, Columbia West makes no representations concerning estimates of area or volumes. Such estimates are estimates only. No warranty is made that estimates of areas or volumes will not be different from actual quantities.
- 12. Construction Monitoring. If Columbia West is retained by Client to provide services to monitor or observe portions of construction work, foundation excavations, or other field activities, Columbia West will report its observations and opinions to Client or Client's designated agent. Columbia West will report any observed geotechnically-related work that, in Columbia West's opinion, does not conform to plans or specifications. Client acknowledges that Columbia West has no right to reject or stop work of any contractor, subcontractor or agent of the Client. Columbia West's construction monitoring or foundation observation does not include nor consist of exploratory investigation, subsurface evaluation, seismic evaluation, groundwater analysis or any other activities associated with site investigation. Construction monitoring is limited to materials tested and observed during the construction phase of the project and is not a warranty or evaluation of subsurface conditions. Columbia West claims no past or prior knowledge of site conditions other than those documented in our reports. Should Columbia West not be retained by Client for the purpose of monitoring construction work or field activities, Columbia West shall not be held liable or responsible for any such activities, or for the geotechnical performance of the completed Project. Monitoring of construction work or field activities and the performance of the complete Project will then be the sole responsibility of Client or of any other parties designated by Client. Client in such event agrees to defend, indemnify and hold harmless Columbia West from any loss or judgment incurred by Columbia West as a result of a claim or lawsuit resulting from Client's failure to monitor construction work or field activities for which Columbia West has not been retained.
- 13. Means, Methods and Techniques; Safety. Columbia West is not responsible for and will not have control of means, methods, techniques, sequences or procedures of construction or other field activities of any contractor, subcontractor, agent or representative of Client. It is agreed that Columbia West has no control over any person or parties not employees or consultants of Columbia West. Columbia West has not been engaged and is not responsible for any safety precautions or programs related to construction for non-employees or non-consultants of Columbia West.
- 14. Assignments. During the term of this Agreement and following its expiration or termination for any reason, neither Client nor Columbia West shall transfer, assign, convey or sublet any right, claims, duty or obligation under it, nor any other interest therein without the prior written consent of the other party.
- 15. Disputes. In the event of a disagreement, Client and Columbia West agree that they will use their best efforts to resolve same in good faith negotiations or discussions with one another. If unsuccessful in resolving the dispute, the parties shall mediate any dispute prior to and as a precondition to commencement of a lawsuit by either.
- 16. Certifications: Client agrees not to require that Columbia West execute any certification with regard to services performed or work tested and/or observed under this agreement unless: (1) Columbia West believes that it has performed sufficient services to provide a sufficient basis to issue the certification, (2) Columbia West believes that the services performed or work tested and/or observed meet the criteria of the proposed certification, and (3) Columbia West has reviewed and approved in writing the exact form of such certification prior to execution of this agreement. Any certification by Columbia West is limited to an expression of professional opinion based upon the services performed by it, and does not constitute or imply a warranty or guarantee of any kind.
- 17. No Personal Liability: Client expressly waives any right to sue, or otherwise make any claim against, any of Columbia West's officers or employees, past or present, as individuals, for any cause.
- 18. Consequential Damages: Neither Client nor Columbia West will be liable to the other for any special, consequential, incidental or penal losses or damages including but not limited to losses, damages or claims related to the unavailability of property or facilities, shutdowns or service interruptions, loss of use, profits, revenue, or inventory, or for use charges, cost of capital, or claims of the other party and/or its customers.
- 19. No Third Party Beneficiaries: Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than Client and Columbia West. No third party beneficiaries are created or intended by this Agreement.



Exhibit B - Professional Services Schedule of Fees

SPECIAL INSPECTION AND CONSTRUCTION TESTING		
> Services	TYPE	RATE
Laboratory Technician	hourly	\$35.00
Engineering Technician (compaction testing soil & asphalt)	hourly	\$45.00
Concrete Testing Technician (ACI-certified concrete testing)	hourly	\$41.00
Special Inspection (reinforced concrete)	hourly	\$45.00
Special Inspection (proprietary anchors)	hourly	\$45.00
Special Inspection (masonry, grout, CMU)	hourly	\$45.00
Special Inspection (structural steel, bolting, and welding).	hourly	\$48.00
Special Inspection (fireproofing)	hourly	\$48.00
Floor Flatness Technician	hourly	\$60.00
Senior Engineering Technician	hourly	\$60.00
Asphalt Coring and Concrete Coring	hourly	\$60.00
Cement-Treated-Soil Testing and Inspection	hourly	\$60.00
Concrete Strength-Maturity Testing	hourly	\$60.00
Subgrade Evaluation	hourly	\$60.00
Laboratory Manager	hourly	\$80.00
Project Manager	hourly	\$80.00
Administrative Assistant.	hourly	\$45.00
Skidmore Wilhelm – Bolt Testing (equipment fee).	per day	\$50.00
Floor Flatness (equipment fee).	per day	\$450.0
Anchor Proof Loading Hydraulic Ram and Deflection Gauges (equipment fee)	per day	\$200.0
Concrete Strength-Maturity Electronic Meter/Reader (equipment fee)	per day	\$50.00
Strength-Maturity Loggers	per day each	\$80.00
Strength-Matchity 2099619	Cacii	Ψ00.00
ENGINEERING CONSULTING		
Personnel	TYPE	RATE
Principal Engineer	hourly	\$105.0
Project Engineer	hourly	\$95.00
Senior Staff Engineer	hourly	\$90.00
Staff Engineer	hourly	\$85.00
Engineering Geologist	hourly	\$85.00
Staff Geologist	hourly	\$85.00
Environmental Engineer	hourly	\$85.00
Geotechnical Services	TYPE	RATE
Bearing Capacity and Settlement Analysis	site specific	quotec
Foundation Design	site specific	quotec
		\$95.00
Geotechnical Plan Review	hourly	
Geotechnical Site Investigation	site specific	quoted
Retaining Wall Design	site specific	quoted
Rigid and Flexible Pavement Design	site specific	quoted
Slope Stability Analysis	site specific	quoted
Soil Infiltration Testing	site specific	quoted
Deep Foundation and Pile Design	site specific	quoted
Environmental Services	TYPE	RATE
Stormwater Sampling – 1200 COLS	site specific	quotec
Stormwater Sampling – 1200 A	site specific	guote
Stormwater Sampling - 1200 Z	site specific	quotec
Monthly Stormwater Monitoring	site specific	quote
Stormwater Pollution Control Plan	site specific	quote
Spill Prevention / Accidental Spill Plans	site specific	quote
Critical Aquifer Recharge Area (CARA) Site Evaluation Report	site specific	quotec
Phase I Environmental Assessment	site specific	quotec
Phase II Environmental Assessment	site specific	quoted
TRADE IT ETIMEOTHER MASSESSINGTH	one specific	quotet

MATERIALS TESTING SERVICES

WATERIALS TESTING SERVICES		
Soils & Aggregate	TYPE	RATE
Atterberg Limits	each	\$95.00
Direct Shear	each	\$350.00
California Bearing Ratio	each	\$425.00
One-dimensional Consolidation	each	quoted
Fractured Face Determination	each	\$50.00
Flat & Elongated particles	each	\$125.00
Hydrometer Analysis	each	\$135.00
Moisture Content	each	\$20.00
Organic Content	each	\$75.00
Organic Impurities	each	\$75.00
pH (soil)	each	\$50.00
Permeability (Constant Head)	each	\$350.00
Permeability (Falling Head)	each	\$250.00
Percent Wood Waste	each	\$50.00
Proctor Moisture-Density	each	\$190.00
Proctor Moisture-Density with oversize	each	\$200.00
Sand Equivalent	each	\$95.00
Sieve Analysis < ¾ inch maximum particle size	each	\$90.00
Sieve Analysis ¾ inch to 2-inch maximum particle size	each	\$120.00
Sieve Analysis > 2-inch maximum particle size	each	\$220.00
Specific Gravity of aggregate	each	\$75,00
Uncompacted Void Content	each	\$125.00
Unconfined Compression	each	\$125.00
Soil Classification	each	\$25.00
> Treated Soils	TVAC	RATE
	TYPE	
Proctor Moisture-Density	each	\$175.00
CBR (7-day cure)	each	\$520.00
Compressive Strength Test	per set	\$300.00
Portland Cement Concrete / Masonry / Rock	TVDE	RATE
	TYPE	
Concrete Cylinder Compressive Strength	each	\$20.00
Mortar/Grout 2 inch Cube Compressive Strength	each	\$20.00
Mortar Cylinder Compressive Strength	each	\$20.00
Core Compressive Strength (peak strength only)	each	\$55.00
Core Unconfined Compressive Strength (stress-strain relationship)	each	\$145.00
Grout Prism Compressive Strength Test.	each	\$35.00
CMU Prism Compressive Strength Test	each	\$110.00
•		•
> Asphalt Concrete	TYPE	RATE
Rice Density	each	\$90.00
Core Density and Thickness	each	\$45.00
Oil Content Calibration - Ignition.		quoted
Oil Content & Gradation - Ignition	each	\$195.00
Oil Content & Gradation - Ignition	each	\$20.00
Workfule Content of Bitulianious Wixtures	each	Φ20.00
MISCELLANEOUS	TYPE	RATE
	daily	\$25.00
Coring Equipment Fee		\$25.00 \$100.00
Coring Equipment Fee.	daily	\$100.00
Core Bit Wear	per core	
Nuclear Densometer	daily	\$25.00
Vehicle Fee	daily	\$15.00/day
Mileage	mile	\$0.65
Outside Services	each	cost + 20%

Personnel rates are portal to portal. All requested geotechnical observations, inspections, and/or testing carry a 3-hour minimum charge. Hours in excess of eight per day and all work on weekends will be invoiced at 1.5 times the quoted rate. Rushed laboratory testing (turnaround less than two days) will be invoiced at 1.5 times the indicated rate. Laboratory rates do not include pick up or delivery to Columbia West's laboratory. (ε)

Exhibit C NW 38th Ave/ SE 20th Street Extension Camas, Washington Material Testing Contract Addition



ESTIMATE BASED ON ASSUMED NUMBER OF SITE VISITS

Item					Billing Rate	Estimated Total
Grading/Earthwork CTB Field Testing Road Fill Aggregate Base Testing Trench Backfill	8 trips at 2 trips at 4 trips at 4 trips at	8 hours/ea hours/ea hours/ea hours/ea	\$15 mileage \$15 mileage \$15 mileage \$15 mileage	\$0 dens/equip fee \$0 dens/equip fee \$0 dens/equip fee \$0 dens/equip fee	\$60 /hr \$45 /hr \$45 /hr \$45 /hr subtotal	\$3,960.00 \$390.00 \$780.00 \$780.00
Concrete Field Concrete Testing Sample Pick-up	10 trips at	4 hours/ea 10 trips	\$15 mileage \$15 mileage	\$0 dens/equip fee 2 hours	\$41 /hr \$41 /hr subtotal	\$1,790.00 \$970.00 = \$2,760.00
Asphalt Asphalt Compaction Testing	6 trips at	8 hours/ea	\$15 mileage	\$0 dens/equip fee	\$45]/hr subtotal	\$2,250.00 = \$2,250.00
Laboratory Services Concrete Compressive Strengt Asphalt Ignition/ Gradation CTB Moisture Density Curves Sieve Analysis Sand Equivalent Fracture Face Count	h Tests		4 per set	10 sets tests tests tests tests tests tests tests	\$20.00 /ea \$195.00 /ea \$235.00 /ea \$90.00 /ea \$90.00 /ea \$50.00 /ea subtotal	\$800.00 \$1,560.00 \$470.00 \$540.00 \$540.00 \$250.00 = \$4,160.00
Miscellaneous Services Administrative Support Project Management / Meetings	s			8 hours 8 hours	\$45 /hr \$80 /hr subtotal	\$360.00 \$640.00 = \$1,000.00

TOTAL ESTIMATED COST:

\$16,080.00

PAY ESTIMATE: TWO Green Tree Landscaping, Inc. CITY OF CAMAS PAY PERIOD: July 15, 2013 1157 3rd Avenue, Suite 220 PROJECT NO. SS-578 WORK PERIOD: June, 2013 Longview, WA 98632 DESCRIPTION: 2013 NW Lake Road (Work Period-Bid Item #3 - 2nd Maintenance) Invasive Species Removal 360.880.8733 Original Contract Total: \$9,600.00 (Does Not Include Sales Tax) TOTAL ITEM |DESCRIPTION UNIT ORIGINAL UNIT CONTRACT QUANTITY TOTAL QUANTITY TOTAL QUANTITY THIS EST. TO DATE TO DATE NO. QUANTITY PRICE TOTAL **PREVIOUS PREVIOUS** THIS EST. Mobilization LS 1.00 \$1,000.00 \$1,000.00 0.25 \$250.00 0.25 \$250.00 0.50 \$500.00 1 1.00 \$5,000.00 1.00 \$5,000.00 0.00 \$0.00 2 Invasive Species Removal (April) LS \$5,000.00 \$5,000.00 1.00 1.00 \$1,200.00 3 Invasive Species Removal (June) LS 1.00 \$1,200.00 \$1,200.00 0.00 \$0.00 1.00 \$1,200.00 0.00 \$0.00 Invasive Species Removal (August) LS 1.00 \$1,200,00 \$1,200.00 0.00 \$0.00 0.00 \$0.00 Invasive Species Removal (October) 0.00 \$0.00 5 LS 1.00 \$1,200.00 \$1,200.00 0.00 \$0.00 0.00 \$0.00 Subtotal \$9,600.00 \$5,250.00 \$1,450.00 \$6,700.00 Change Orders 1 \$0.00 \$0.00 \$0.00 **ORIGINAL** TOTAL TOTAL CONTRACT TOTAL TO DATE TOTAL **PREVIOUS** THIS EST. ORIGINAL CONTRACT TOTAL \$6,700.00 \$9,600.00 \$5,250.00 \$1,450.00 CHANGE ORDERS TO DATE \$0.00 \$0.00 \$0.00 -----SUBTOTAL \$6,700.00 \$9,600.00 \$5,250.00 \$1,450.00 **SALES TAX (8.4%)** \$806.40 \$441.00 \$121.80 \$562.80 TOTAL CONTRACT \$10,406.40 \$5,691.00 \$1,571.80 \$7,262.80 RETAINAGE WITHHOLDING 5% (\$480.00)(\$262.50)(\$72.50)(\$335.00)TOTAL LESS RETAINAGE \$9,926.40 \$5,428.50 \$1,499.30 \$6,927.80 Account Number: 419-00-553-500-48 \$1,499.30 Contractor Date 6/25/13

CITY OF CAMAS PROJECT NO. S-545 PROJECT NO. S-54			P. O. BOX 1990 BATTLE GROUND, WA 98604 Phone: (360) 687-1148 Original Contract Total: \$3,651,231.33			(Expenditures no \$1,021,60 Expenditures	STP Funding Tracking (Expenditures not to Exceed \$1,021,600.00) Expenditures to Date Expenditures to Date			PWTF Fundi (Expenditures af	er Groups 1 &2)	WTR/SWR Funding Tracking (Schedule B Items Only) Expenditures to Date Group 4		Previous Est	imate #	Current Estimate #		Totals to	Date	
ITEN		-	UNIT	ORIGINAL		CONTRACT	Group Quantity	1 Amount	Quantity	Amount	Grou Quantity	p 3 Amount	Quantity	Amount	QUANTITY	TOTAL	QUANTITY	TOTAL	QUANTITY	TOTAL
Sche	edule A			QUANTITY	PRICE	TOTAL									PREVIOUS	PREVIOUS	THIS EST.	THIS EST.	TO DATE	TO DATE
A 1	Mobilization		LS		\$258,000.00	\$258,000.00	1.00	\$258,000.00						MARKET MARKET	1.00	\$258,000.00		Carried Service	1.00	\$258,000.00
A 2			LS		\$12,000.00	\$12,000.00	0.25	\$3,000.00							0.25	\$3,000.00		40.050.00	0.25	\$3,000.00 \$8,250.00
A 3	Roadway Surveying SPCC Plan		LS	1.00	\$15,000.00	\$15,000.00 \$1,500.00	0.40 1.00	\$6,000.00 \$1,500.00	0.15	\$2,250.00					0.40	\$6,000.00 \$1,500.00	0.15	\$2,250.00	1.00	\$1,500.00
	Traffic Control Supervisor		LS	1.00	\$9,500.00	\$9,500.00	0.25	\$2,375.00							0.25	\$2,375.00	CANAL A		0.25	\$2,375.00
A 6	Flaggers and Spotters		HR	660.00	\$55.00	\$36,300.00	887.30	\$48,801.50	326.30	\$17,946.50					887.30	\$48,801.50	326.30	\$17,946.50	1213.60	\$66,748.00
	Other Traffic Control Labor		HR	200.00	\$55.00	\$11,000.00	20.50	\$1,127.50	21.80	\$1,199.00			Mark Street Street		20.50	\$1,127.50	21.80	\$1,199.00	42.30	\$2,326.50
A 9	Other Temporary Traffic Control Clearing and Grubbing		LS Acre	1.00 7.53	\$5,000.00 \$3,500.00	\$5,000.00 \$26,355.00	3.48	\$12,180.00	0.55	\$2,750.00					3.48	\$12,180,00	0.55	\$2,750.00	0.55 3.48	\$2,750.00 \$12,180.00
	Removal of Structures and Obstructions		LS	1.00	\$5,000.00	\$5,000.00	0.39	\$1,950.00	0.05	\$250.00					0.39	\$1,950.00	0.05	\$250.00	0.44	\$2,200.00
A 11	 Sawcutting, Planing, and Grinding By-Product 	s	LS	1.00	\$3,500.00	\$3,500.00												Artist Carlo		
	Roadway Excavation, incl. Haul Unsuitable Foundation Excavation, incl. Haul		CY	3752.00	\$18.00	\$67,536.00	2,333.60	\$42,004.80	1,336.20	\$24,051.60					2,333.60	\$42,004.80	1,336,20	\$24,051.60	3669.80 92.80	\$66,056.40 \$3,248.00
	4 Gravel Borrow, Incl. Haul		CY	235.00 9600.00	\$35.00	\$8,225.00 \$192,000.00	92.80	\$3,248.00 \$240,000.00							92.80	\$3,248.00 \$240,000.00			12000.00	\$3,248.00
200	Gravel Borrow, Incl. Haut - Negotiate \$\$ for qu	antities	200	E COLUMN		2.52,000.00	.2,000,00	42.000.00			THE PARTY OF	3 1 3 0	NOT LEED TO	Elita Val		42.5,000.00			the state of the s	
	4a over 125% 5 Structure Excavation Class B, Incl. Haul		CY	2300.00	\$8.00	\$18,400.00	1,381.10	\$11,048.80	7,185.40 686.00	gr 100 cc					5,953.00	\$11,048.80	1,232 40 686.00	\$5,488.00	7185.40 2067.10	\$16,536.80
	6 Construction Geotextile for Separation		SY	1875.00	\$1.50	\$18,400.00	3,164.00	\$11,048.80	686.00	\$5,488.00					1,381.10 3,164.00	\$11,048.80	686.00	e3,468.00	3164.00	\$4,746.00
A 17	7 In-Place Cement Treated Base (CTB)		SY	4879.00	\$3.50	\$17,076.50	.,	5 (1.10.00							5,1550	2.17.30.00		- TAICHE		
	8 Cement for CTB		TN	147.00	\$120.00	\$17,640.00								The state of						
	9 Crushed Surfacing Base Course 0 Planing Bituminous Pavement		SY	10300.00 333.00	\$18.00 \$19.00	\$185,400.00 \$6,327.00														
A 21	1 HMA CI. 1/2° PG 64-22		TN	6268.00	\$75.00	\$470,100.00									1			100		
A 22	2 HMA for Approach, Cl. 1/2" PG 64-22		TN	27.00	\$170.00	\$4,590.00														
	3 Preparation of Existing Surfaces, CSS-1 for T. 4 Testing Storm Sewer Pipe		TN LF	4.00	\$3,500.00	\$14,000.00								SALUTA CONTRACTOR			Land Carlo			200000
	5 Shoring, Trench Safety System (\$1.00 min.)		LF	4938.00	\$1.00	\$4,938.00 \$4,938.00	918.00	\$918.00	1,045.00 492.00	\$1,045.00 \$492.00					1,144.00	\$1,144.00	1,045.00 266.00	\$1,045.00 \$266.00	1045.00 1410.00	\$1,045.00 \$1,410.00
A 26	6 Structure Excavation Class A, Incl. Haul		CY	1230.00	\$17.00	\$20,910.00	651.30	\$11,072.10	492.00	\$492.00					651.30	\$11,072.10	266.00	\$200.00	651.30	\$11,072.10
	7 Gravel Backfill for Wall		CY	1288.00	\$40.00	\$51,520.00	1,069.77	\$42,790.80	1,069.77	\$42,790.80					1,069.77	\$42,790.80	1,069.77	\$42,790.80	2139.54	\$85,581.60
	8 Gravel Backfill for Foundation, Class A 9 St. Reinforced Bar for Concrete Traffic Barrier		CY LB	107.00	\$40.00	\$4,280.00	7.60	\$304.00							7.60	\$304.00			7.60	\$304.00
	St. Reinforced Bar for Retaining Wall		LB	109216 65120.00	\$0.25 \$0.25	\$27,304.00 \$16,280.00	48,825.00 35,884.00	\$12,206.25 \$8,971.00							48825 35,884.00	12206 \$8,971.00			48,825.00 35884.00	\$12,206.25 \$8,971.00
A 31	St. Reinforced Bar for Pedestrian Barrier		LB	1325.00	\$0.25	\$331.25	33,004.00	30,971.00	731.00	\$182.75					33,004.00	\$6,971.00	731.00	\$182.75	731.00	\$182.75
	2 Concrete Cl. 4000 - Traffic Barrier		CY	688.00	\$450.00	\$309,600.00			492.01	\$221,404.50					401.49	\$180,670.50	90.52	\$40,734.00	492.01	\$221,404.50
	Concrete Cl. 4000 - Retaining Wall Concrete Cl. 4000 - Pedestrian Guardrail		CY	9.00	\$300.00 \$650.00	\$122,100.00	331.94	\$99,582.00	23.27	\$6,981.00					355.21	\$106,563.00			355.21	\$106,563.00
	5 Bridge Railing, Type Metal		LF	822.00	\$60.00	\$5,850.00 \$49,320.00	-		10.46	\$6,799.00					-		10.46	\$6,799.00	10.46	\$6,799.00
	Bridge Railing, Type Chain Link Fence, Black	Coated, 42°											Sea legality							
A 36			LF	61.00	\$55.00	\$3,355.00														
	7 Aluminum Arch Culvert 8 Ductile Iron Pipe for Storm Sewer Culvert, 12*	Dia	LF LF	76.00 46.00	\$500.00 \$60.00	\$38,000.00 \$2,760.00	75.00	\$37,500.00							75.00	\$37,500.00			75.00	\$37,500.00
	9 Corrugated Polyethylene Storm Sewer Pipe, 6		LF	155.00	\$19.00	\$2,945.00			165.00	\$3,135.00							165.00	\$3,135.00	165.00	\$3,135.00
A 40	Corrugated Polyethylene Storm Sewer Pipe, 8	Dia.	LF	114.00	\$28.00	\$3,192.00				40,100.00										
A 41	1 Corrugated Polyethylene Storm Sewer Pipe, 1 2 Corrugated Polyethylene Storm Sewer Pipe, 1	0° Dia.	LF LF	527.00	\$18.00	\$9,486.00			309.40	\$5,569.20					144.60	\$2,602.80	164.80	\$2,966.40	309.40	\$5,569.20
	Manhole 48" Dia., Type 1		EA	9.00	\$26.00	\$22,438.00 \$22,500.00	469.00 2.40	\$12,194.00 \$6,000.00	484.30 5.30	\$12,591.80			A DIME TO SERVICE STATE OF THE	A STATE OF	953.30	\$24,785.80 \$15.000.00	1.70	\$4,250.00	953.30 7.70	\$24,785.80 \$19,250.00
A 44	Manhole 60" Dia., Type 1		EA	1.00	\$3,800.00	\$3,800.00	2.40	30,000.00	5.30	\$13,250.00					6.00	\$15,000.00	1.70	\$4,250.00	7.70	\$13,250.00
A 45	Corrugated Polyethylene Storm Sewer Pipe, 1	2° Dia.	LF	129.00	\$32.00	\$4,128.00	91.50	\$2,928.00							91.50	\$2,928.00			91.50	\$2,928.00
A 46	 Corrugated Polyethylene Storm Sewer Pipe, 2 Manhole 48* Dia., Type 3 		LF EA	1.00	\$55.00 \$2,800.00	\$17,325.00 \$2,800.00	0.80	\$2,240.00	288.00	\$15,840.00			1 0 T		0.80	\$2,240.00	288.00	\$15,840.00	288.00	\$15,840.00 \$2,240.00
A 48	Manhole 60" Dia., Type 3 with Flow Splitter		EA	1.00	\$6,100.00	\$6,100.00	0.80	\$4,880.00							0.80	\$4,880.00			0.80	\$4,880.00
A 49	Manhole 72" Dia., Type 3		EA	1.00	\$6,500.00	\$6,500.00	0.80	\$5,200.00							0.80	\$5,200.00			0.80	\$5,200.00
	Manhole 96" Dia., Stormwater Filtration Adjust Manhole		EA	1.00	\$44,000.00	\$44,000.00	0.90	\$39,600.00						Charles and	0.90	\$39,600.00			0.90	\$39,600.00
	2 Adjust Catch Basin		EA EA	1.00 2.00	\$500.00 \$500.00	\$500.00 \$1,000.00							CH POLICE							
A 53	Catch Basin, Type 1		EA	2.00	\$1,800.00	\$3,600.00			2.00	\$3,600.00							2.00	\$3,600.00	2.00	\$3,600.00
A 54	Concrete Inlet		EA	25.00	\$1,800.00	\$45,000.00	10.90	\$19,620.00	6.80	\$12,240.00				CONTRACTOR	10.90	\$19,620.00	6.80	\$12,240.00	17.70	\$31,860.00
	Ductile Iron Sewer Pipe (Storm), 10° Dia. Ductile Iron Sewer Pipe (Storm), 12° Dia.		LF LF	273.00	\$32.00	\$8,736.00		****	248.50	\$7,952.00					184.50	\$5,904.00	64,00	\$2,048.00	248.50	\$7,952.00
A 57	Ductile Iron Sewer Pipe (Storm), 24° Dia.		LF	1420.00 391.00	\$38.00	\$53,960.00 \$37,536.00	622.00	\$23,636.00	233.50 391.00	\$8,873.00 \$37,536.00			The Market Co		790.00	\$30,020.00	65.50 391.00	\$2,489.00 \$37,536.00	855.50 391.00	\$32,509.00 \$37,536.00
A 58	B ESC Lead		DAY	60.00	\$30.00	\$1,800.00	24.00	\$720.00	9.00	\$270.00					24.00	\$720.00	9.00	\$270.00	33.00	\$990.00
	Seeding, Fertilizing, Mulching		AC	3.10	\$2,400.00	\$7,440.00				13.1.30										
	Straw for Temporary ESC Soil Binder or Tacking Agent		AC AC	3.10	\$4,800.00	\$4,800.00	1.00	\$4,800.00							1.00	\$4,800.00	CONTRACT CONTRACT	I BELLY P.	1.00	\$4,800.00
	2 Temporary Erosion Control Blanket		SY	440.00	\$540.00 \$3.00	\$1,674.00 \$1,320.00					-									
A 63	Plastic Covering		SY	200.00	\$3.50	\$700.00	200.00	\$700.00					ALL VIOLEN		200.00	\$700.00	A		200.00	\$700.00
A 64	Check Dam		LF	380.00	\$6.75	\$2,565.00			24-11-11-11-11-11-11-11-11-11-11-11-11-11				Market Service			0.000				
A 66	Stabilized Construction Entrance Street Cleaning		SY	1111.00	\$10.00	\$11,110.00	465.60	\$4,656.00							465.60	\$4,656.00		100	465.60	\$4,656.00
	Silt Fence		LF	90.00	\$110.00 \$3.00	\$9,900.00 \$18,135.00	78.50 6,102.00	\$8,635.00 \$18,306.00	8.70	\$957.00		-			78.50 6,102.00	\$8,635.00 \$18,306.00	8.70	\$957.00	87.20 6102.00	\$9,592.00 \$18,306.00
A 68	Inlet Protection		EA	32.00	\$55.00	\$1,760.00	5.00	\$275.00					Se 10 10 10 10		5.00	\$275.00		12 (Fig. 1)	5.00	\$275.00
	Wattle		LF	380.00	\$5.00	\$1,900.00											DESCRIPTION OF THE PERSON OF T			
	High Visibility Fence Landscaping		LF LS	1860.00	\$1.75	\$3,255.00	1,478.00	\$2,586.50							1,478.00	\$2,586.50			1478.00	\$2,586.50
	! Irrigation		LS	1.00	\$175,000.00 \$59,000.00	\$175,000.00 \$59,000.00									1					
	Cement Concrete Traffic Curb and Gutter		LF	6273.00	\$9.00	\$56,457.00														

CITY OF CAMAS PROJECT NO. S-545 DESCRIPTION: NW 38th Ave/SE 20th St. Extension Acadway Improvements, Ph. 1 PAY ESTIMATE # 4 Council Meeting Date: July 15, 2013 Work Period Date: June 1, 2013 to June 30, 2013 TAPANI, INC. P.O. BOX 1900 BATTLE GROUND, WA 98604 Phone: (360) 687-1145 Original Contract Total: \$3,651,231.33 (Includes Sales Tax Amount: \$9,093.08)		STP Funding Tracking (Expenditures not to Exceed \$1,021,690.09) Expenditures to Date Expenditures to Date			PWTF Fundi (Expenditures af Expenditur	er Groups 1 &2) es to Date	WTR/SWR Funding Tracking (Schedule Bitems Only) Expenditures to Date Group 4		Previous Estimate #		Current Estimate #		Totals to Date						
ITEM	DESCRIPTION	UNIT	ORIGINAL	UNIT	CONTRACT	Quantity	p 1 Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	QUANTITY	TOTAL	QUANTITY	TOTAL	QUANTITY	TOTAL TO DATE
NO.			QUANTITY	PRICE	TOTAL			THE PROPERTY OF						PREVIOUS	PREVIOUS	THIS EST.	THIS EST.	TO DATE	TODATE
	Cement Concrete Traffic Curb Raised Pavement Marker, Type 1	LF Hund.	915.00	\$9.00	\$8,235.00 \$760.00														
	Raised Pavement Marker, Type 2	Hund.	1.30	\$545.00	\$708.50								Maria dalla						
	Cement Concrete Driveway Entrance	SY	205.00	\$45.00	\$9,225.00							25							
	Single 6-ft, Coated Chain Link Gate, Black Vinyl	EA	1.00	\$1,200.00	\$1,200.00														
A 79	Cement Concrete Sidewalk Cement Concrete Curb Ramp, Type 1	SY EA	4367.00 17.00	\$850.00	\$135,377.00 \$14,450.00											T 1900 1532			
A 81	Detectable Warning Surface	SF	180.00	\$24.00	\$4,320.00							MATERIAL PROPERTY.	10000						
A 82	Quarry Spalls	TN	154.00	\$55.00	\$8,470.00							and warming							
	Mailbox Support, Type 1, with Steel Post	EA LF	8.00 2946.00	\$200.00	\$1,600.00	1,529.50	\$7,647.50	753.00	\$3,765.00					1,529.50	\$7,647.50	753.00	\$3,765.00	2282.50	\$11,412.50
	Joint Utility Trench for Dry Utilities, Incl. Backfill Material Joint Utility Trench for Dry Utilities, Incl. Backfill Material	LF	954.00	\$5.00	\$4,770.00	1,529.50	\$7,647.50	753.00	\$3,765.00	910.00	\$4,550.00	Waster and the same of the sam		910.00	\$4,550.00	753.00	\$5,705.00	910.00	\$4,550.00
	Illumination System	LS	1.00	\$195,000.00	\$195,000.00	0.01	\$1,950.00	0.34	\$66,300.00	510.00	41,000.00	Eleance at the		0.01	\$1,950.00	0.34	\$66,300.00	0.35	\$68,250.00
A 86	Traffic Signal Systems	LS	1.00	\$190,000.00	\$190,000.00			0.04	\$7,980.00							0.04	\$7,980.00	0.04	\$7,980.00
A 87	Conduit Pipe, 1-1/4" Dia., Lighting Conduit	LF	822.00	\$1.00	\$822.00												100		
	Conduit Pipe, 2° Dia., Lighting Conduit Permanent Signing	LS	48.00	\$5.50 \$7.000.00	\$264.00 \$7.000.00			-								ETERNIS EN			
A 90	Paint Line, 4" Yellow	LF	6100.00	\$0.35	\$2,135.00							on the world to the	LANGUE AND				The second second		
	Painted Wide Line, 8" White	LF	6400.00	\$0.45	\$2,880.00											-			
	Plastic Bicycle Lane Symbol Plastic Traffic Arrow	EA EA	10.00 23.00	\$320.00 \$135.00	\$3,200.00 \$3,105.00							- CONTRACTOR - CON	Real Property of			1000			
A 94	Plastic Crosswalk Line	SF	3000.00	\$4.50	\$13,500.00							HEAT HE WAY	Programme Service				TT VILLE		
A 95	Plastic Stop Line	LF	102.00	\$7.00	\$714.00												Carrie and American		
	Pond Excavation, Incl. Haul Pond Excavation for Embankment	CY	2350.00	\$10.00	\$23,500 00 \$17,600 00														
	Construction Geotextile for Separation	SY	1825.00	\$1.50	\$2,737.50														
	Recycled Asphalt Concrete Aggregate 1 1/4"	TN	670.00	\$9.00	\$6,030.00														
A 100	Ductile Iron Pipe for Storm Sewer Culvert, 12" Dia.	LF	36.00	\$35.00	\$1,260.00														
A 101	Corrugated Polyethylene Storm Sewer Pipe, 8" Dia. Corrugated Polyethylene Storm Sewer Pipe, 12" Dia.	LF LF	321.00 101.00	\$20.00 \$24.00	\$6,420.00 \$2,424.00														
A 103	Corrugated Polyethylene Storm Sewer Pipe, 12 Dia.	LF	329.00	\$60.00	\$19,740.00			66.00	\$3,960.00							66.00	\$3,960.00	66.00	\$3,960.00
A 104	Catch Basin, Type 1	EA	2.00	\$1,700.00	\$3,400.00		100-2 0 = 0	00.00	40,300.00			State of the last	To your and			The state of the s	A THE RESERVE OF THE PARTY OF T		
A 105	Manhole 60* Dia., Type 3	EA	1.00	\$3,500.00	\$3,500.00	0.60	\$2,100.00							0.60	\$2,100.00			0.60	\$2,100.00
	Sediment Trap	LS	1.00	\$4,300.00	\$4,300.00										_				
A 108	Emergency Overflow Weir Outfall Dispersion Trench, 8* Dia.	LF	20.00	\$50.00	\$2,800.00							The same of the sa							
A 109	Outfall Dispersion Trench, 12° Dia.	LF	10.00	\$72.00	\$720.00					Ì						The second			The Table 1
	Coated Chain Link Fence, Black Vinyl, Type 3	LF	915.00	\$18.00	\$16,470.00							CONTRACTOR OF STREET	AND PROPERTY.						
	Double 20-ft, Coated Chain Link Gate, Black Vinyl Single 6-ft, Coated Chain Link Gate, Black Vinyl	EA EA	2.00	\$2,100.00	\$4,200.00														
A 113	Tapered End Section w/Type 4 Safety Bars, 24° Dia.	EA	1.00	\$850.00	\$850.00														
A 114	Quarry Spalls	TN	180.00	\$22.00	\$3,960.00								ACCEPTED TO						
A 115	Modular Block Wall - Retaining Wall C	SF	1450.00	\$10.00	\$14,500.00			782.60	\$7,826.00							782.60	\$7,826.00	782.60	
	Field Office Building Wetland Mitigation Planting	LS	1.00	\$4,500.00	\$4,500.00	0.80	\$3,600.00						SE MATOR	0.80	\$3,600.00			0.80	\$3,600.00
A 118	Project Documentation (\$25,000 Min. Bid)	LS		\$25,000.00	\$25,000.00														
	Subtotal				\$3,533,887.25		\$1,021,599.75		\$541,510.15		\$4,550.00				\$1,250,509.85		\$320,915.05		\$1,571,424.90
Schodule	A Change Orders																		
	Item A-CCO #1 Portable Message Signs		1.00	\$1,200.00								1100 TH THE TANK		1.00	\$1,200.00		Contract of	1	\$1,200.00
	Item B-CCO #2 Removal of Storage Shed		1.00	\$800.00								Shirt in the		1.00	\$800.00		The second second	1	\$800.00
	Item C-CCO #3 Change Unit Measure from CY to LS	-	1.00	No Cost											No Cost			-	
A 2	Item D-CCO #4 Change Unit Measure from CY to Ton	—	1.00	No Cost						-			MACHINE CO.		No Cost	10 11 10 10			
				-															
Schedu	do P																		
CHARGE POWERS	Shoring, Trench Safety System (\$1.00 min.)	1E	1447.00	\$1.00	\$1,447.00	Store South State	DOMESTIC OF	District Control						-				-	
Wate	Shoring, Trench Sarety System (\$1.00 min.)	LF	1447.00	\$1.00	\$1,447.00			3 1 2 3 2 3 2 3	TEN LE PROPERTY	Marin Statement		THE RESERVE	Carlo Salline						
B 2	Ductile Iron Pipe for Water Main, 6" Dia.	LF	8.00	\$50.00	\$400.00	W. T. 1870 - 118						10.00	\$500.00			10.00	\$500.00	10.00	\$500.00
	Ductile Iron Pipe for Water Main, 8" Dia.	LF	64.00	\$52.00	\$3,328,00				3.3	GE LES		60.00	\$3,120.00			60.00	\$3,120.00	60.00	
B 4	Ductile Iron Pipe for Water Main, 12° Dia, Blowoff Assembly	LF EA	1050.00	\$55,00 \$1,300,00	\$57,750.00 \$1,300.00				South State			851.00	\$46,805.00	851.00	\$46,805.00			851.00	\$46,805.00
	Gate Valve, 6-inch	EA	1.00	\$1,000.00	\$1,000.00		ST SOLVE						PER CHARGE			-	THE RESIDENCE		
B 7	Gate Valve, 8-inch	EA	1.00	\$1,400.00	\$1,400.00		e	R. Teo Birth		BERGE TO SEE	dentes la	1.00	\$1,400.00			1.00		1.00	\$1,400.00
	Butterfly Valve, 12-inch	EA	1.00	\$1,650.00	\$1,650.00	en er rei e						0.95	\$1,567.50			0.95	\$1,567.50	0.95	\$1,567.50
	Adjust Valve Box Hydrant Assembly	EA	9.00	\$225.00	\$2,025.00	OUSCALE				COURSE DATE		0.85	\$2,550.00	0.85	\$2,550.00		17.00	0.85	\$2,550.00
	Resetting Existing Hydrant	EA	1.00	\$1,500.00	\$1,500.00	SECTION AND DESCRIPTION OF REAL PROPERTY.	William Warran			Interes in Pr		0.83	B (C) C) C)	0.65	ec,000.00				
B 10 B 11		-	THE RESERVE TO SERVE THE PARTY AND ADDRESS OF	\$3,000.00	\$3,000.00	SHIP AND SHIP SHIP SHIP SHIP SHIP SHIP SHIP SHIP	ALCOHOLD STATE OF THE PARTY OF	NAME OF TAXABLE PARTY.	A STATE OF THE PARTY OF THE PAR	MAN THE RESIDENCE	ACTOR AND DESCRIPTION	MENDEYS / COM	DESCRIPTION OF THE PERSON			0. 100000000000000000000000000000000000			
B 10 B 11 B 12	Service Connection, 2" Dia., Irrigation	EA	1.00			-		CARBON CONTRACTOR OF THE PERSON NAMED IN											
B 10 B 11 B 12 B 13	Service Connection, 2" Dia., Imigation Remove & Reptace AARV Assembly	EA	1.00	\$600.00	\$600.00			B MIGUES C				CTANK DISERSE	CONTRACTOR POR						
B 10 B 11 B 12 B 13 B 14	Service Connection, 2" Dia., Irrigation Remove & Reptace AARV Assembly Comb. Air Release/Air Vacuum Valve Assembly, 2-Inch.	EA EA	1.00	\$600.00 \$1,700.00	\$600.00 \$1,700.00														
B 10 B 11 B 12 B 13 B 14 B 15	Service Connection, 2" Dia., Imigation Remove & Reptace AARV Assembly	EA	1.00	\$600.00	\$600.00	ALEXANDER OF THE SECOND													

CITY OF CAMAS PROJECT NO. 5-545 DESCRIPTION: NW 38th Ave/SE 20th St. Extension Roadway Improvements, Ph. 1 PAY ESTIMATE # _4. Original Contract Total: \$3,651,231.33			STP Funding Tracking (Expenditures not to Exceed \$1,021,600,00) \$1,75 MIL.			not to Exceed	PWTF Funding (Expenditures aft		WTR/SWR Fund (Schedule B II		Previous Es	timate #	Current Estimate #		Totals to Date				
Work Per	iod Date: June 1, 2013 to June 30, 2013		(Includes Sale	s Tax Amount	\$9,093.08)	Expenditur	es to Date	Expenditure	es to Date	Expenditure		Expenditure		950EX333325	70000000000	1000000000			
ITEM NO.	DESCRIPTION	UNIT	ORIGINAL QUANTITY	UNIT	CONTRACT	Quantity	Amount	Quantity	Amount	Quantity	Amount	Group Quantity	Amount	QUANTITY PREVIOUS	TOTAL PREVIOUS	QUANTITY THIS EST.	TOTAL THIS EST.	QUANTITY TO DATE	TOTAL TO DATE
	PVC Sanitary Sewer Pipe, 10" Dia. (ASTM D2241)	LF	284.00	\$60.00	\$17,040.00					Name and Address of the Owner, where the Owner, which was the Owner, where the Owner, which was the Owner, where the Owner, which we can also the Owner, which we can also the Owner, where the Owner, which we can also the Owner, which		290.00	\$17,400.00	290.00	\$17,400.00	IMISESI.	THIS EST.	290.00	\$17,400.00
	Plug Valve, 10-inch	EA	1.00	\$3,700.00	\$3,700.00			CONTRACTOR OF THE PARTY OF THE				1.00	\$3,700.00	1.00	\$3,700.00			1.00	\$3,700.00
	Step AARV (Non-Traffic Rated)	EA	1.00	\$1,200.00	\$1,200.00	NO DE LA COMPANSION DE	NAME OF TAXABLE PARTY.			2/U/Commission (2.5)	III ANNO ALTRONO	1.00	\$1,200.00	1.00	\$1,200.00			1.00	\$1,200.00
	Testing Sewer Pipe	LF	325.00	\$1.00	\$325.00		2100000		SOLUTION DE LA CONTRACTOR DE LA CONTRACT	BATTING AND THE REAL PROPERTY.		126.00	\$126.00	126.00	\$126.00		THE RESERVE	126.00	\$126.00
	Sewer Cleanout	EA	2.00	\$400.00	\$800.00	ALCOHOL: NAME OF	COMPANIES CONTROL	I memorate		DEPARTMENT OF THE	ASSESSMENT AND RESERVE	120.00	\$120.00	120,00	012000	C 2016 20 20 20 20 20 20 20 20 20 20 20 20 20	CIET PER L		
	Subtot				\$108,251.00								\$78,368.50		\$71,781.00		\$6,587.50		\$78,368.50
Schedule	B Change Orders																		
B 1	Item E-CCO #5 Installation of Soil Filter		1.00	\$1,250.00		Branch Branch		7	the market of	The second second	E CHILDREN		and the state of	1.00	\$1,250.00			1.00	\$1,250.00
		NGE ORD	RACT TOTAL ERS TO DATE SUBTOTAL DULE B ONLY IL CONTRACT		\$3,642,138.25 \$3,642,138.25 \$9,093.08 \$3,651,231.33	STP TOTAL CO'S To Date Subtotal	\$1,021,599.75 \$1,021,599.75 \$1,021,599.75	TIB Total CO'S To Date Subtotal Total	\$541,510.15 \$541,510.15 \$541,510.15	PWTF Total CO'S To Date Subtotal Total	\$4,550.00 \$4,550.00 \$4,550.00	CO'S To Date Subtotal Sales Tax (8.4%)	\$78,368.50 \$78,368.50 \$6,582.95 \$84,951.45	Previous Estimate CO'S To Date Subtotal Sales Tax (8.4%) Total	\$1,322,290.85 \$1,250.00 \$1,323,540.85 \$6,134.60 \$1,329,675.45	CO'S To Date Subtotal Sales Tax (8.4%)	\$327,502.55 \$327,502.55 \$653.35 \$328,055.90	Totals to Date CO'S To Date Subtotal Sales Tax (8.4%) Total	\$1,649,793.40 \$1,250.00 \$2,500.00 \$6,687.95 \$1,657,731.35
	Sch. A STP - Account Number: 313-00- Sch. A TIB - Account Number: 313-00- Sch. B - Water Account Number: 313-00- Sch. B - Water Account Number: 424-00- Sch. B - Sewer Account Number: 424-00- Sch. B - Fire Suppression Acct. No. 101-00-	95-300-6 95-300-6 94-340-6 94-350-6 92-230-3	5 5 5 5 5 5 6 6 8 8 8 8 8 8 8 8 8 8 8 8	\$120,915.05 \$7,140.85 \$328,658,90	Previous Estimate \$1,021,599,75 \$225,560.10 \$3,350.00 \$80,736.62 \$2,564.78 \$2,764.20 \$1,329,675.45	\$546,475.15 \$3,350.00 \$57,877.47 \$25,664.78	Not to Exceed \$1.02 Not to Exceed \$1.75 Remaining Amount of Amounts Incl. Tax) Amounts Incl. Tax)	mi.) after STP/TIB)	Princering Manage	Can the	in' i	7-9-13 Date							



I, Nina Regor, City Clerk hereby certify that these bid tabulations are correct.

Nina Regor Date

PROJ	ECT NO. S-576D	COLUMN CO			s Estimate					X., b.,		
	RIPTION: 2013 Grind & Overlay OF BID OPENING: July 1, 2013 at 2:30 p.i		Entered by	\$68	,072	Granite Const 18208-A SE 1s Vancouver, WA 360-254-0978		Brix Paving No P.O. Box 2388 Tualatin, OR 97 503-570-9355		Lakeside Industries P.O. box 820465 Vancouver, WA 98682 360-892-5410		
ITEM NO	DESCRIPTION	UNIT	QTY	UNIT PRICE	ENGRG TOTAL	UNIT	CONTRACT	UNIT PRICE	CONTRACT TOTAL	UNIT PRICE	CONTRACT TOTAL	
ī	MOBILIZATION	L\$	1	\$6,188.00	\$6,188.00	\$4,900.00	\$4,900.00	\$3,380.23	\$3,380.23	\$10,000.00	\$10,000.00	
2	FLAGGERS AND SPOTTERS	LS	1	\$1,000.00	\$1,000.00	\$2,500.00	\$2,500.00	\$2,788.75	\$2,788.75	\$7,500.00	\$7,500.00	
3	PROJECT TEMPORARY TEMPORARY TRAFFIC CONTROL	l.s_	J	\$2,899,00	\$2,899.00	\$1,650.00	\$1.650.00	\$710.86	\$710.86	\$5,000.00	\$5,000.00	
4	PORTABLE CHANGEABLE MESSAGE SIGN	EA	2	\$350.00	\$700.00	\$250.00	\$500.00	\$1,701.20	\$3,402.40	\$750.00	\$1,500.00	
5	EROSION/WATER POLLUTION CONTROL	LS	1	\$200.00	\$200.00	\$200.00	\$200.00	\$121.51	\$121.51	\$500.00	\$500.00	
6	CONSTRUCTION GEOTEXTILE FOR SEPARATION	SY	225	\$3.00	\$675.00	\$1.00	\$225.00	\$1.15	\$258.75	\$2.50	\$562.50	
7	CRUSHED SURFACING BASE COURSE	CY	40	\$25.00	\$1,000.00	\$40.00	\$1,600.00	\$57.36	\$2,294.40	\$75.00	\$3,000.00	
8	HMA CL. 1/2 In., PG 64-22	TONS	494	\$77.00	\$38,038.00	\$105.00	\$51,870.00	\$88.79	\$43,862.26	\$87.50	\$43,225.00	
9	PAVEMENT REPAIR EXCAVATION, INCL. HAUL	SY	225	\$23.00	\$5,175.00	\$3.00	\$675.00	\$17.25	\$3,881.25	\$25.00	\$5,625.00	
10	HMA FOR PAVEMENT REPAIR, CL. 1/2 IN., PG 64-22	TONS	25	\$77.00	\$1,925.00	\$150.00	\$3.750.00	\$139.83	\$3,495.7 <u>5</u>	\$150.00	\$3,750.00	
11	PLANING BITUMINOUS MATERIALS, 2- INCH DEPTH	SY	4,440	\$ 2.30	\$10,212.00	\$0.70	\$3,108.00	\$2.98	\$13,231.20	\$5.00	\$22,200.00	
12	TEMPORARY PAVEMENT MARKING	LF	1,200	\$0.05	\$60.00	\$0.35	\$420.00	\$0.51	\$612.00	\$1.00	\$1,200.00	
			Subtotal		\$68,072.00		\$71,398.00		\$78,039.36		\$104,062.50	

Subtotal \$68,072.00 \$71,398.00 \$78,039.36 \$104,062.5
Taxes Not Applicable

CONTRACT TOTAL \$68,072.00 \$71,398.00 \$78,039.36 \$104,062.50

Recording requested by: Clark County Public Works Real Property Services P. O. Box 9810 Vancouver, WA 98666-9810

Document Title: Quit Claim Deed Grantor: Clark County, Washington Grantees: City of Camas, Washington

Legal Description: S 1/2 Sec 5 & N 1/2 Sec 8 T1N R3E WM Additional legal Description is attached as Exhibit "A"

CONSIDERATIONS: MUTUAL BENEFITS

R/W Adj. to Serial #'s: 125646-000; 125635-000; 125645-000; 125661-000

QUIT CLAIM DEED

THE GRANTOR, CLARK COUNTY, a political subdivision of the State of Washington, for and in consideration of good and valuable considerations, as set out herein conveys and quit claims to the CITY OF CAMAS, a municipal corporation of the State of Washington, its heirs and assigns, any interest they may have in the following described real estate situated in the County of Clark, State of Washington, to wit:

SEE LEGAL DESCRIPTION ATTACHED HERETO, WHICH BY THIS REFERENCE IS INCORPORATED HEREIN

This Quit Claim Deed may be executed in multiple counterparts, each of which shall be deemed an original Quit Claim Deed, and all of which shall constitute one Quit Claim Deed, by each of the parties hereto on the dates respectively indicated in such counterparts, to be effective as of the effective date of this Quit Claim Deed.

Dated this day of	, 2013.
Accepted on behalf of the City	BOARD OF COUNTY COMMISSIONERS CLARK COUNTY, WASHINGTON
of Camas, Washington	Steve Stuart, Chair
By: Scott Higgins, Mayor	Tom Mielke, Commissioner
ocott i ilggino, mayor	David Madore, Commissioner

Quit Claim Deed R/W Adj. to Serial #'s: 125646-000; 125635-000; 125645-000; 125661-000

STATE OF WASHINGTON	
COUNTY OF CLARK	
	, 2013, before me personally appeared and to me known to be the duly elected, qualified
and acting County Commissioner(s) of C foregoing instrument, and acknowledged s and deed of Clark County, for the uses a stated that she/they is/are authorized to exe	Clark County, Washington, who executed the laid instrument to be the free and voluntary act and purposes therein mentioned, and on oath ecute said instrument by resolution of the Board and that the seal affixed is the official seal of
Dated:	
	Notary Public in and for the State of WA Residing at My commission expires:



proud past, promising future

CLARK COUNTY

Superior service that is responsive and cost justified

PUBLIC WORKS
COUNTY SURVEYOR'S OFFICE

EXHIBIT "A" SE 40th STREET

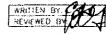
A strip of land lying in the south half of Section 5 and the north half of Section 8, Township 1 North, Range 3 East of the Willamette Meridian in Clark County, Washington, being more particularly described as follows:

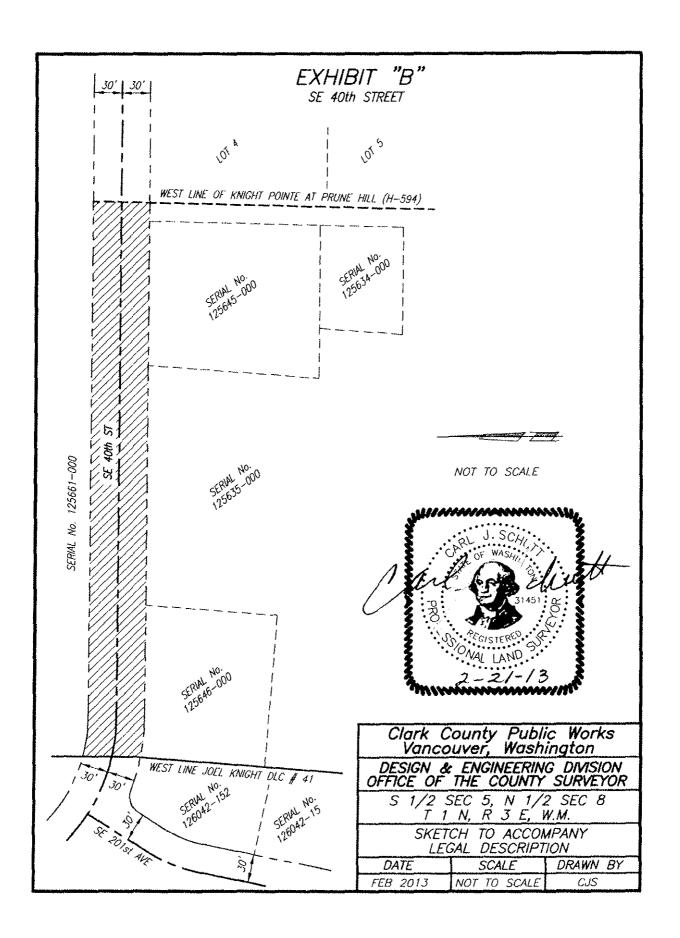
All that portion of SE 40th Street lying between the west line of the Joel Knight DLC # 41 and the northerly extension of west line of the plat of Knight Pointe at Prune Hill as recorded in book H of plats at page 594, records of Clark County, Washington, all in Clark County, Washington.

This description contains 35,674 square feet as calculated by the double meridian distance method.



SE 40th ST







City of Camas Contract Change Order

	Order No1	Date June 26, 20	June 26, 2013 2013	
	Contract for P862A1 Lacamas Lodge Tank Removal			
THE PARTY OF THE P	To 3 Kings Enviro	onmental, Inc. (Contractor)		
V		•		
plans and specif	requested to comply with th	e following chang	es from the contract	
Description of Ch		Decréase in Contract Price	Increase in Contract Price	
A. Additional Labor			\$12,847.28	
B. Additional Equipment & Material			\$15,504.48	
C. Services			\$27,519.41	
	Subtotal 8.4% Sales Tax		\$ 55,871.17 \$ 4,693.18	
	Net Change in Contract Price:		\$60,564,35	
NOTE: B) Includes NOTE: C) Includes tons of co	Laborer, Heavy Equipment Operator all backfill materials, additional contra additional compaction testing, soil te ontaminated soil and the specialty tra ated water.	ainment materials and i esting, specialty transfe	rental equipment. r and disposal of 330	
The amount of the c Four and 35/100 Dol	contract will be increased by the lars (\$60,564.35)	sum of: Sixty Thous	and Five Hundred Sixty	
	ncluding the original contract totive Thousand Eight Hundred Sixt			
The contract period p	provided for completion will be (indays.	creased) (decreased) (unchanged): 0	
This document will be	ecome a supplement to the contr	act and all provisions	will apply hereto.	
Requested	Project Manager		6/2-7/2013 Date	
Recommended	Eli		6/27/13	
Accepted Total	Public Works Director Contractor		(d28/2013 Date	
Approved	Mayor		Date	



2013 Comprehensive Plan Amendment North Dwyer Creek (file #CPA12-02)

Staff Report

T0:

Mayor Higgins

City Council

FROM:

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

DATE:

Iune 19, 2013

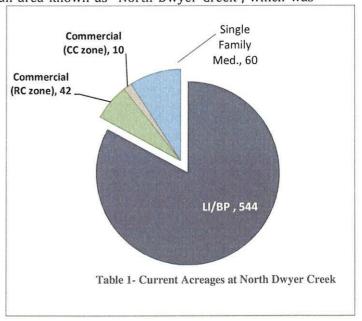
Applicable Law: Camas Municipal Code Chapters (CMC) specifically (not exclusively): Title 18 Zoning; Chapter 18.07 Use Authorization; Chapter 18.09 Density and Development; Chapter 18.51 Comprehensive Plan Amendments; Chapter 18.55 Administrative Provisions; and RCW Chapter 36.70A the Growth Management Act. [**Please note that this report indicates CMC language with** *italicized* **type**.]

I. SUMMARY

The City of Camas reviews its Comprehensive Plan once a year. An application for a proposed change or amendment to the Comprehensive Plan and Map must be submitted together with the applicable fee by January 31st. The City received one application (file #CPA13-01), and has carried forward two proposals from the 2012 annual review as requested by City Council. This Staff Report provides analysis and findings on a single proposal, for an area known as "North Dwyer Creek", which was

carried forward from the 2012 Comprehensive Plan amendment cycle, upon request of City Council.

The North Dwyer Creek area consideration is approximately 688 acres, and is generally bounded by NW Lake Road, NW Friberg Street, NE Goodwin Road, and Lacamas Creek. Approximately 30% of the city's Light Industrial/Business Park ("LI/BP")1lands can be found here. The focus of the amendments to the master plan area includes converting the comprehensive plan designation of 136.8 acres of LI/BP to other designations to include Industrial with concurrent zoning to "Business Park". In sum, the proposed amendments would decrease the citywide LI/BP lands by approximately 9%. but only decrease employment lands by two percent (2%) (See Table 2- Current and Proposed Comprehensive Plan Acreage).



This report provides analysis and findings to support the proposed amendments.

¹ Note, that both the comprehensive plan designation and zoning are named the same for Light Industrial/Business Park ("LI/BP"). This designation does not include any other zoning districts, as does the "Industrial" comprehensive plan designation, which has the following zoning districts: Light Industrial, Heavy Industrial, and Business Park (refer to CMC§18.05.020 Districts Designated).

II. PROPOSAL

The North Dwyer Creek Master Plan was adopted over 13 years ago. By request of City Council in 2012, the vision for this area of the city was re-examined. Through meetings with stakeholders throughout the past 18 months, the emerging idea was to allow for smaller than 10 acre lot development, which is a minimum requirement of the LI/BP zone, reduce the LI/BP setback standards, and allow for a wider range of land uses, particularly in geographically encumbered areas.

Although, south of NW Lake Road, *outside* the plan area, lies the Wafertech industrial property (143.5 acres), there has not been any 10 acre LI/BP development within North Dwyer Creek since the plan was adopted in 2000. Economic growth has generally been on small-lots (1-5 acres) within planned industrial developments ("PID"s), and within two zoning overlays of Employment Mixed Use and Residential Mixed Use. A benefit of the North Dwyer Creek Master Plan is that the area is well-served by water, sewer, power and transportation. Design of north-south regional collector, NW Friberg-Strunk Road is almost complete, with construction expected to begin in 2014. The completion of this roadway is expected to be an economic driver to this area.

The proposed amendments as illustrated on the map at Exhibit "A" include the conversion of 136.8 acres of "LI/BP" as follows: 84 acres to Industrial (BP zone); 15 acres to Single-family Low (R-15 zone); and 43.8 acres to Multi-family Low (MF-10 zone). The greater portion of the North Dwyer Creek (62%) will continue to be designated LI/BP, with approximately half of the available for development, which is generally consistent with the 2000 plan. "The primary goal of the North Dwyer Creek Master Plan is to protect the supply of large lots of industrial land that are without significant site constraints, in order to protect the ability of the City to accommodate major employers such as ULI and Wafertech" (NDC² page 4).

In general, the proposed amendments are to properties with steep terrain, extensive wetlands, or are already non-conforming as to lot area (e.g. less than 10 acres).

III. CRITERIA OF APPROVAL CMC§ 18.51.010 - Comprehensive Plan Amendments

The following section is organized around the criteria of approval pursuant to CMC§18.51.010 - *Application and Criteria*, and throughout each criterion there are additional issues that are addressed consistent with the requirements of CMC§18.51.030 – *Staff Report*. Note that citations from Camas Municipal Code are indicated in *italics* throughout this report.

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

Discussion: There are 3,092 acres of employment³ lands city wide. The proposed amendments as illustrated on the map at Exhibit "A" include the conversion of employment lands, in particular 136.8 acres of LI/BP as follows: 84 acres to Industrial (BP zone); 15 acres to Single-family Low (R-15 zone); and 43.8 acres to Multi-family Low (MF-10 zone). This area contains 30% of the city's LI/BP lands, and would reduce the citywide percentage of employment lands by 58.8 acres (R and MF) or two percent (2%).

The reasons for the amendments are to better suit the conditions on the ground, and to compliment the pattern of development that has emerged over the past 13 years. The proposed conversion of 136.8 acres is not expected to diminish the LI/BP character of the land, only to allow for more flexibility in terms of lot sizes and uses. The proposed concurrent zoning is intended to ensure that Design Review plays a critical role in ensuring compatibility with the existing development (Refer to CMC Ch. 18.19).

^{2 &}quot;NDC" is an abbreviation of the North Dwyer Creek Master Plan (2000) document

³ This area is a total of all commercial, industrial and LI/BP lands.

Findings: The proposed amendments are consistent with the pattern of development of the area and the geographic conditions.

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

Discussion: The area of North Dwyer Creek slopes from the south at an elevation of 350 feet, near Lake Road, to an elevation of 180 to the northeast, at Lacamas Creek (Refer to Exhibit B- Contour Map). The steepest slopes are adjacent to Camas Meadows Drive, and in the southeast section, where most of the area is developed with single-family homes. A golf course runs through the area, encompassing nearly 330 acres of LI/BP, with approximately 70% of the golf course undeveloped. "(C)ity council recognized that with the area's steep slopes, wetlands, cultural resources, and existing small-lot development[s,] made conformance with the LI/CT4 development standards difficult and directed that a master plan for the area be prepared that would address these issues...14 lots, representing 46 acres, would require a variance to the 10-acre minimum lot size standard in the LI/CT zone, or lot consolidation" (NDC5 page 1). The amendments generally focus on those constrained areas that were identified by Council 13 years ago.

Properties with steep slopes are more suitable for smaller building pads, or residential uses, in order to avoid mass site grading and preserve critical areas. Development standards for both Business Park and Multi-family zoning allow small lots, have minimum setbacks, and both require Design Review approval (see CMC Chapter 18.19). These amendments will allow for economic growth in geographic areas where LI/BP-type developments would be impractical.

Findings: Development on properties with environmental constraints requires smaller lots than would be allowed within the LI/BP designation.

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

Discussion: In 2000, when the North Dwyer Creek Master Plan went into effect, the city's code did not have the critical area regulations that it has today, density transfer provisions, and some of our newer zoning controls, such as site plan and design review. Similar to current site plan and design review, Chapter 18.21-Light Industrial/Business Park, specifies landscaping materials and building design. The minimum size of an LI/BP lot is 10 acres, with frontage setbacks in excess of 200-feet, side and rear setbacks of 100-feet. As noted above in Section "B", City Council recognized that there were several properties that would need a variance from the LI/BP standards to develop. The plan noted that constrained lots could consolidate or utilize the smaller lot sizes available under the PID standards (Refer to CMC Ch. 18.20). Both LI/BP and PIDs are Type III permits, subject to a public hearing and final approval by City Council.

The review of commercial and industrial projects (outside LI/BP zones) does not require public hearings (with a few exceptions); yet can provide a similar level of design review. In particular, the recent adoption of the Business Park (BP) code, Chapter 18.37, allows front setbacks of 15-feet and includes similar landscape and building standards as the LI/BP code; and processing of the permit as a Type II does not require a public hearing. Public hearings and the extensive design submittal requirements of LI/BP and PIDs might be perceived as obstacles to a potential developer of a small company. Outside of the LI/BP zones, new development of commercial or industrial property is only subject to Type II – Site Plan permits. The North Dwyer Creek Master Plan area could benefit from the updates to the city's zoning controls, in particular the standards provided in CMC Chapter 18.37-Business Park Zone, as proposed.

^{4 &}quot;LI/CT" was an abbreviation for Light Industrial / Country Tech, which is todays "LI/BP" zone.

⁵ NDC refers to the North Dwyer Creek Master Plan (2000) document

Findings: There are constrained properties within North Dwyer Creek that would benefit from more flexible standards and streamlined plan reviews, as afforded through Site Plan and Design Review.

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

Discussion: The proposed amendments will provide a mix of commercial, industrial and multi-family housing within a well-served area in accordance with the goals of the Growth Management Act, Chapter 36.70a RCW.

RCW36.70a.020 Planning Goals-

- (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.

Findings: The proposed areas of Multi-family Low (10-14 units per acre) would suit the steeper terrain of those properties, and adequate infrastructure and services are nearby. The proposed Single-family area of approximately 15 acres, makes best use of land that contains approximately 10 acres of wetlands, and is adjacent to an existing low-density subdivision to the east, Lacamas Shores.

(3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Findings: The proposed amendments to small-lot properties along the west side of NW Friberg-Strunk will allow development along a (forthcoming) improved regional collector without need of variances to the LI/BP standards.

(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.

Findings: The proposed amendments will increase housing diversity in the city by increasing the multi-family lands by two percent (2.4%).

(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.

Findings: This conversion of a portion of employment lands will allow employees to live closer to jobs. Stakeholders envisioned the development of a shopping center near NW Payne Street and Lake Road, to provide services to the future high-density residential developments to the north, along NW Camas Meadows Drive. Those households may be employed at one of the nearby North Dwyer Creek businesses and walk to work, thus reducing demands on the city's road network. These households would also benefit from the numerous recreational opportunities less than a mile away (e.g. Camas Meadows Golf Course, Lacamas Lake, and the regional trail network).

(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Findings: As noted in the summary of this report, staff has met with stakeholders and property owners throughout the past 18 months, by hosting public meetings at City Hall, at area businesses, and met with individual property owners. Also the city sent out a survey in CPA12-02 for 2013 | Staff Report | Page 4 of 9

December to 23 stakeholders (owners of 60% of the land area), and mailed letters to all 178 property owners within North Dwyer Creek on June 7th, in regard to the upcoming hearings.

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;

Discussion: The city's functional plans have been adopted for this area and these plans anticipated the potential impacts of development of the properties, both LI/BP and a mix of other uses. With this amendment, an estimated 53 acres (43 acres deducting for critical areas) of the total 656 acres will be converted to residential use (8%).

Findings: The proposed amendment modifies approximately eight-percent (8%) of the planning area, and should not result in changes to the city's functional plans. However, cumulative analysis has yet to be conducted for all three comprehensive plan amendments.

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;

Discussion: As mentioned earlier in this report, the city is in the process of improving NW Friberg-Strunk Road, which is a capital improvement that will directly support the anticipated economic growth of the area. The amendments are consistent with the adopted facility plans, and do not require any modifications.

Findings: Staff finds that the city's capital plans will not need to be amended.

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

Discussion: The impacts of a proposed amendment to surrounding properties were evaluated, in accordance with CMC§18.51.030(C) through public meetings and a review of critical area information as noted throughout the report. The North Dwyer Creek area is bounded on the south by LI/BP properties, to the west is the city limits, to the east is the Lacamas Shores Subdivision (R-15 zoning), trails and open space along Lacamas Creek, and undeveloped Single-family properties to the north.

Given that LI/BP standards require campus style landscaping with generous setbacks, and enhanced building design; the residential areas to the east, could be affected with smaller setbacks and less generous landscape standards. The proposed amendment to Industrial could negatively impact the residential uses to the east at varying degrees, unless the area is concurrently zoned as Business Park (BP). The standards within the BP zone could mitigate compatibility concerns, given the requirement for Design Review approval.

Findings: Staff finds that compatibility of neighboring properties can be addressed and mitigated in the Industrial designation if the properties are zoned BP, given the requirement for Design Review.

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

Findings: The city will submit a SEPA checklist as required, and will publish a determination in regard to the cumulative effect of all proposed 2013 amendments.

IV. CONCLUSIONS

Staff finds that the proposed amendment generally conform to the criteria of approval of CMC§18.51.030, the goals of GMA, the city's comprehensive plans, and is in the public interest.

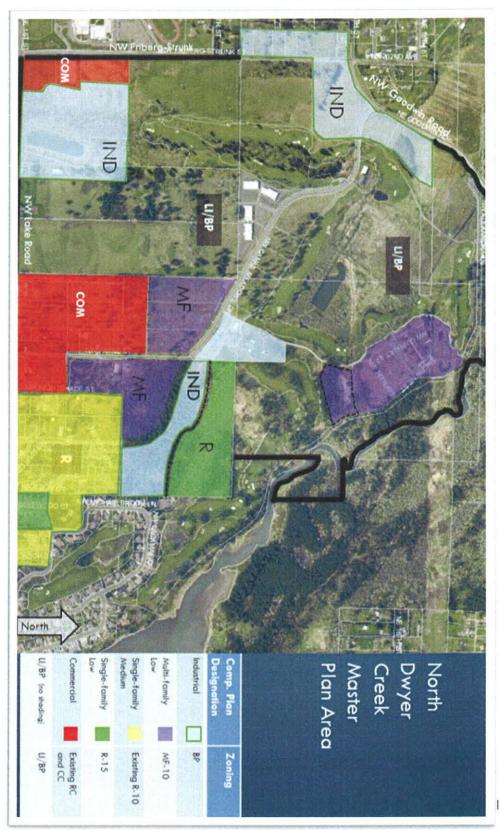
V. RECOMMENDATIONS

That City Council reviews the amendments and set a date for a public hearing on July 15, 2013.

Table 2- Current and Proposed Comprehensive Plan Acreage

Comprehensive Plan Designations	2013 Current Acres	Current acreage North Dwyer Creek	North Dwyer Creek Amendments	Citywide gain or decrease	
Single Family Residential*		Cantana con rec		and the second	
· Low Density	626.2	4.3	<u>19.3</u>	2.4%	
· Medium Density	2,887.83	55.7	49.7	-0.2%	
· High Density	104.69	0		no change	
Multi-Family*	Committee and		75/19/25/50 19/2	Co. HOP. ST.	
· Low Density	182	0	43.8	24.1%	
· High Density	207.16	0		no change	
Commercial*	607.5	52	52.0	no change	
Industrial*		Per de la company	S. 191-91 (A)		
· (new) Business Park	0	0	84.0	100%	
· Light Industrial	35	0	-	no change	
· Heavy Industrial	943	0		no change	
Light Industrial/Business Park*	1,506.50	523.6	386.8	-9.1%	
Park*	607.77	20.4	20.4	no change	
Total acreage*: (*Does not include UGA)	7,707.7	656.0	656.0		

Exhibit "A" North Dwyer Creek Map – Comprehensive Plan Amendments



| Page 7 of 9

Exhibit "B"
North Dwyer Creek Map – 10-foot Contours
(Excerpt from "City of Camas Contour Map")

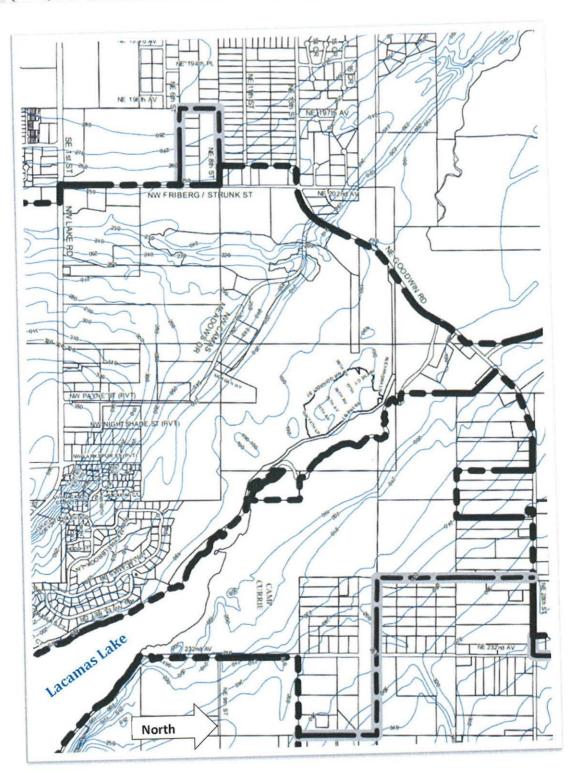
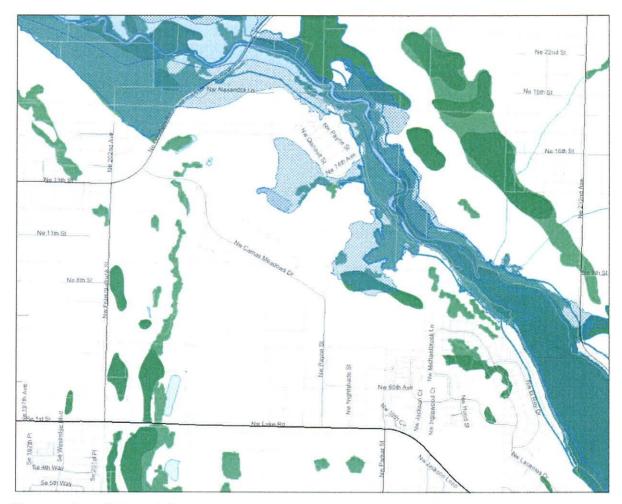
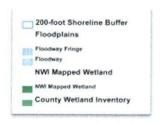


Exhibit "C" North Dwyer Creek Map – Wetland and shoreline buffer areas



Please note that critical area delineation is approximate and must be verified in the field by qualified professionals.

Map Legend:



NORTH DWYER CREEK MASTER PLAN

AUGUST 2000

Prepared for:
City of Camas Planning Department
616 NE 4th Avenue
Camas, Washington 98607

Prepared by:
David Evans and Associates, Inc.
2828 SW Corbett Avenue
Portland, Oregon 97201

Introduction

The North Dwyer Creek planning area was annexed to the City of Camas in 1997, in order to provide sufficient land for the anticipated industrial employment growth in the region. The annexation agreement specifies that most of the area must be reserved for industrial development for at least 15 years. Because the annexation occurred after the City had developed its comprehensive growth management plan, the area was not planned in detail, but was shown as a part of the city dedicated to light industrial/country tech uses.

This master plan fills in the details of planning for development of the North Dwyer Creek annexation area. It addresses the infrastructure that will be needed to support the planned development in the area, and integrate it with the rest of the city. Since there are steep slopes and sensitive natural resources in the area, the master plan also addresses development standards to protect these resources.

The master plan will be adopted as a subarea plan under RCW 36.70A.080(2). As such, the master plan addresses all the requirements of the Growth Management Act as they apply to the area. The goals and policies in the City of Camas 1994 Comprehensive Plan also apply to the North Dwyer Creek area.

Master Plan Area

The Master Plan for North Dwyer Creek applies to property generally bounded by NW Lake Road, NW Friberg Street (but including six lots west of Friberg and south of SE 13th Street), NE Goodwin Road, and Lacamas Creek.

Figure 1 is a graphic of the North Dwyer Creek Master Plan and shows the boundary of the planning area.

Land Use Element

Background

Because Camas has sufficient residentially zoned land in other parts of the city, the annexation agreement of September 8, 1997, established Light Industrial/ Country Tech (LI/CT) zoning for most of the North Dwyer Creek area. Only a portion of the area already developed with homes was designated in low-density residential (R1-20). However, City Council recognized that the area's steep slopes, wetlands, cultural resources, and existing small-lot development made conformance with LI/CT development standards difficult and directed that a master plan for the area be prepared that would address these issues. One example of the difficulty of

compliance with the standards is that 14 lots, representing approximately 46 acres, would require a variance to the 10-acre minimum lot size standard in the LI/CT zone, or lot consolidation.

In January 1999, the City Council confirmed a continuation of the light industrial and residential zones and boundaries. More flexible development standards and a new overlay zone were authorized to encourage development while protecting sensitive resource areas.

Subarea Plan Concept

The Master Plan's central concept is to maintain maximum flexibility for future light-industrial development by protecting existing large lots zoned LI/CT. Flexibility comes from having industrial land immediately available for development by large employers, as opposed to trying to consolidate smaller lots under separate ownerships. However, large employers also create a demand for local suppliers who typically require smaller lots near the main manufacturer.

The Columbia River Economic Development Council maintains data on requests for information from companies looking for development sites throughout Clark County. Of 37 requests for information in 1996 and 1997 where the minimum acceptable lot size was stated, 40 percent were looking for lots under 10 acres and 46 percent wanted lots between 10 and 50 acres. Thus, both large and small lots are necessary for a vibrant industrial area.

This market demand for larger industrial sites forms the basis for the main assumption behind the subarea concept: For the City of Camas to be able to attract major light industrial employers, there must be an adequate supply of large industrial lots. There are few large lots of undeveloped industrial land that are without significant site constraints remaining in Camas or the region.

As a result, the LI/CT zone remains in place for most of the North Dwyer Creek Area — Area A in Figure 1 — to preserve the existing larger lots.

To accommodate potential market demand for smaller industrial lots without compromising the ability to attract larger employers, the Master Plan retains the 1998 provisions for the Planned Industrial Development (PID) overlay for Area A in Figure 1. The Plan adds more explicit industrial development standards to the PID overlay with the goal of increasing predictability for property owners and developers. The amended PID overlay also restricts commercial development because North Dwyer Creek was amnexed to meet anticipated employment needs and because other commercial land is available within the city.

The Master Plan applies a new overlay zone, known as ______, to lots in areas "B" and "C" in Figure 1. The goal of this new overlay is to encourage industrial development on existing smaller lots. The Plan recommends special development standards that recognize the smaller lot sizes but are consistent with the campus-type industrial development envisioned for the remainder of the area. For example, a "sliding scale" setback allows reduced setbacks on smaller lots, but increases if smaller lots are combined into one site. Development standards also increase buffers between the small lot industrial development and residential areas.

Annexation Agreement

Over the last decade, as development proposals were submitted for portions of the North Dwyer Creek area, Clark County and the City of Camas in turn debated what type of development would be appropriate given the sensitive natural and cultural resources in the area.

In 1994, the City and County determined that the area should ultimately be a part of the City of Camas, and included it in the Urban Growth Area. The project area (then known as "Area A") remained under the jurisdiction of Clark County. The area was designated residential for development at a density of one residence per 20 acres. In the following two years, the Camas UGB was challenged and appealed to the Western Growth Management Hearings Board because the City had included more land than needed to accommodate expected growth. Prior to the final hearing before the Board, the City of Camas was selected by Taiwan Semiconductor Manufacturing Company (now WaferTech) as the future site of its microchip plant, WaferTech absorbed much of the City's industrial land inventory causing the City to look elsewhere for land suitable for more industrial development. As the deadline approached for the final Growth Management Hearings Board decision on the Camas UGB, the City amended its 1994 Comprehensive Plan to designate the majority of Area A for light industrial use.

In late 1996 and early 1997, to avoid losing an opportunity for Camas and Clark County to ensure a sufficient supply of industrial land, the Board of County Commissioners held up final action on Area A to allow annexation by the City of Camas. In September 1997, the City annexed Area A, zoning over 600 acres Light Industrial/Country Tech (LI/CT). All of the annexation and zoning proceedings were subject to and a part of a public process.

Subarea Plan Land Use Goals and Policies

The purpose and objectives of the North Dwyer Creek Master Plan are expressed in the following policies:

- Provide for future employment growth by protecting industrial lots over 10 acres in size from subdivision. Retain the existing LI/CT zone in the North Dwyer Creek area.
- Encourage industrial development on existing smaller lots in the southeast area and west of Friberg Street. A new overlay zone will be developed to permit industrial development, compatible with nearby LI/CT development.
- Provide predictability for developers and property owners by defining specific development standards for the PID overlay zone.
- Restrictions on the type of commercial uses and maximum floor area should be placed in the PID regulations to ensure that valuable industrial land is not converted to commercial uses.
- Wetlands in the North Dwyer Creek area should be managed to preserve the quality of surface water and groundwater.
- Protect and preserve sensitive cultural resources while encouraging industrial development by allowing flexibility in development standards in exchange for protecting resources.

Existing Land Uses

The North Dwyer Creek Planning Area consists of 59 parcels, most under separate ownership. Approximately half of the over 650-acre study area is owned by Vanport Manufacturing, and includes the Camas Meadows Golf Course and Corporate Center development, Phases 1 and 2. Camas Meadows Corporate Center is an industrial subdivision approved with a PID overlay. Lot sizes range from two to 11 acres. Phase 1 contains 10 lots, with five lots over 10 acres and five smaller lots. Phase 2 is a 12-lot subdivision of primarily smaller lots, ranging from 2.5 to 4.5 acres. The Camas Meadows Corporate Center is intended to be developed with a combination of medium to large users in a business-park or corporate center style of development. The lots are planned be developed in a way that retains the flexibility to combine or consolidate smaller lots for larger users, as needed.

The Lacamas Campground, Camas Meadows development, and Chinook Archery Club occupy close to 400 acres of the study area. Most smaller lots under individual ownership are located in the south half of the

site, with the smallest sites located in the southeast corner.

Residential

Existing residences are distributed along NW Lake Road and on the private streets north of NW Lake Road. Some of these residences are on property zoned LI/CT and would be considered legal non-conforming uses. New residential development is not permitted in the LI/CT zone of the North Dwyer Creek area for fifteen years from the date of annexation (September 8, 1997). The remaining residences are on property zoned R1-20 (one dwelling unit per 20,000 square feet minimum). There are 23 parcels in the R1-20 zone totaling approximately 55 acres. The Chinook Landowners five-acre parcel (tax lot #175951-000) is used for recreation (archery). The residential density of the remaining area is approximately 2.63 acres per unit. With an average lot size of 2.27 acres.

Commercial

Primary commercial uses in the area are recreational in nature, for example, Lacamas Campground (private) and Camas Meadows Golf Course. These are identified on Figure 1, North Dwyer Creek Master Plan. A few residential properties also have businesses based onsite.

Industrial

Most of the over 650-acre Master Plan area is designated for light industrial use, but, as yet, none of the parcels has been developed for industrial use. Permitted uses in the LI/CT zone include light and high-tech industry, educational institutions, research facilities, convention centers, office complexes, and other similar uses. Secondary permitted uses include retail and service uses allowed in the C1 and C2 commercial zoning designations, except for automobile sales and garages.

Planned Industrial Development (PID) Overlay

The PID Overlay may be applied to a development in LI/CT zones after a more rigorous review by a design review committee. The overlay allows smaller lot sizes if findings can be made to satisfy specific criteria. Camas Meadows Phase 1 and 2 in the North Dwyer Creek area are being developed under the provisions of a PID overlay.

Parks and Recreation

There are no dedicated public parks in the North Dwyer Creek Master Plan area, although Lacamas Campground, Camas Meadows Golf Course and the Chinook Archery Club all provide recreation services. Along the northeast boundary of the study area is an area deeded by the Camas Meadows development to Clark County for a regional Heritage Trail. When complete, the Heritage Trail will be deeded to the City of Camas.

On behalf of Clark County, the Columbia Land Trust recently purchased approximately 240 acres of undeveloped open space to the east of the Master Plan area, across Lacamas Creek. This area includes Camp Currie, a youth camp on Lacamas Lake.

NW Lake Road and NW Friberg Street have been designated as regional bike routes.

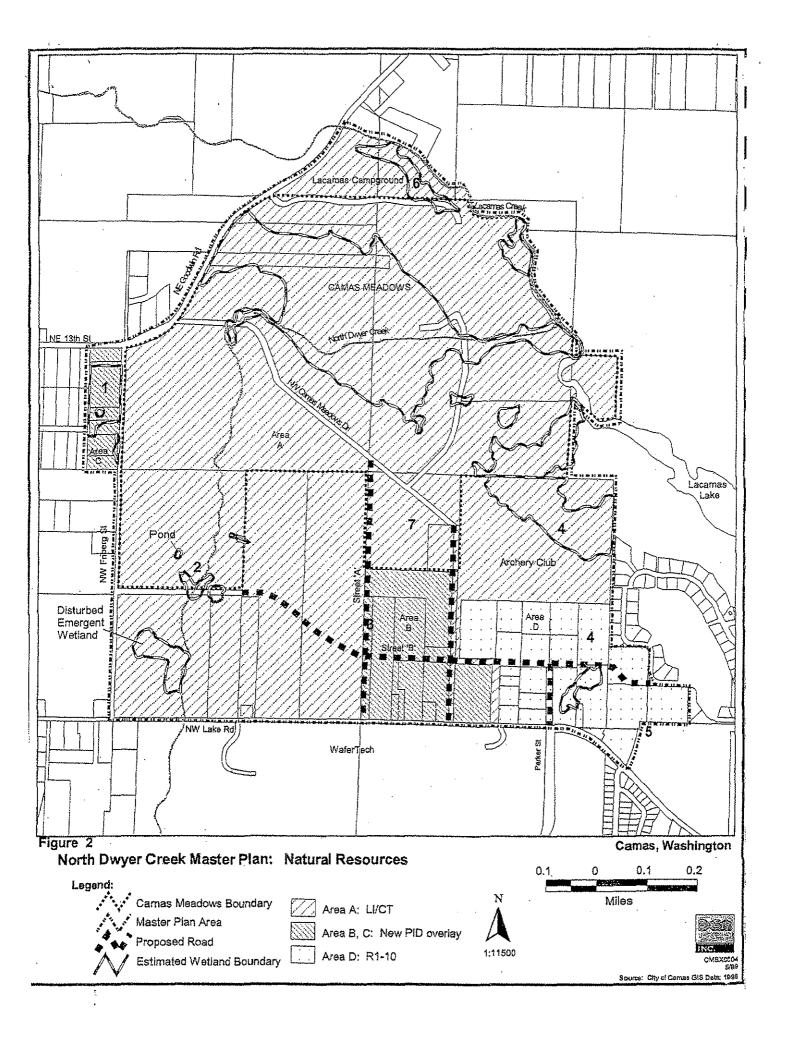
Natural Resources

There are several sensitive natural resource areas in the North Dwyer Creek Planning Area, as shown on Figure 2. Numbers and outlines on Figure 2 provide the general location of where the resources are, rather than a specific area of impact. The largest wetland system is on the Camas Meadows property. Other large wetland areas are on the Lacamas Campground ('6' on Figure 2) and Chinook Archery Club properties ('4' on Figure 2). Several forested and emergent wetlands are associated with the Dwyer Creek corridor (area '2' on Figure 2). Three other areas that are not connected with the larger systems include a forested wetland west of NW Friberg Street ('1' on Figure 2), an isolated hardwood/conifer forest ('3' on Figure 2), and upland forest with associated intermittent stream ('5' on Figure 2).

Permits to fill a small portion of wetlands on the Camas Meadows site and to cross North Dwyer Creek at two locations were obtained in the late 1990s, as part of the golf course development and industrial subdivision.

During the inventory of existing conditions for the Master Plan, a field investigation was conducted to identify wetland areas and wildlife habitats. Conifer/hardwood forest may provide habitat for two Federal Species of Concern, the long-legged myotis and long-eared myotis [bat species]. Suitable habitat may be found in Lacamas Creek for three other Species of Concern: the northwest pond turtle, Pacific lamprey and river lamprey. No suitable habitat for threatened or endangered wildlife species was found on the parcels investigated and no threatened or endangered wildlife species were found, other than those on Camas Meadows property.

To help protect sensitive areas from development, the Camas zoning code allows wetlands and steep slopes on a site to count as part of the open space requirement (up to half of the required 30 percent of total area required for residential development). Sensitive lands may also be used to calculate density in new developments, creating a transfer of density from wetlands or slopes to



a more developable area. The transfer is made by reducing the minimum lot size to no less than 70 percent of the standard minimum lot size for the district.

Cultural and Historical Resources

The area around the confluence of Dwyer Creek and Lacamas Creek has been used by humans for hundreds of years because of the abundance of food (fish, camas, water) and proximity to the major Columbia River trade corridor. Prior to annexation, a review of cultural resources was conducted for the Camas Meadows development. The Army Corps of Engineers accepted the final archaeological report for Phase 1 and 2 of Camas Meadows (approved by Clark County).

A cultural resources survey was also performed for this Master Plan. A review of previous archaeological studies, historical information about the area, and an archaeological survey of land not previously surveyed for which permission from owners could be obtained, were conducted. The field work was restricted to a surface investigation, and no subsurface explorations were done. The archaeological report details the results of the survey, the general location of sites, and areas that require further investigation, "high probability areas". High probability areas are within, contiguous or nearly adjacent to known sites. Figure 3, Cultural Resources Areas with Parcels Surveyed, shows the parcels that were surveyed, and generally outlines areas of high probability. (Property owners whose parcels were surveyed may review the report at the City of Camas Planning Department.)

Planned Land Uses

Residential

The North Dwyer Creek Master Plan designates the residential portion of the planning area for single family residential-medium. The zoning is R1-10 (one dwelling unit per 10,000 square feet), consistent with the intent of the September 1997 annexation agreement. Sensitive areas such as wetlands and steep slopes will be accommodated by allowing lot sizes as small as 5,000 square feet, depending on the site constraints. Livability and character of the residential area will be preserved by retaining the overall density of one unit per 10,000 square feet.

In order to protect residential uses from the noise, odors and traffic associated with industrial use, buffering between industrial and residential uses is required of LI/CT development. Special attention will be paid to adequate buffers between small-lot industrial development in areas B and C, and the adjacent residential zones.

Commercial

The Master Plan allows commercial development that is clearly subordinate to industrial uses, and serves primarily the surrounding industrial and residential areas, not regional clientele. Consistent with the original annexation agreement, the Master Plan does not designate specific sites for commercial development. In general, the Master Plan's restrictions on commercial uses are intended to protect industrial lands from conversion to commercial uses.

During the development of the Master Plan, it became clear that some commercial uses permitted under the LI/CT and PID overlay zone regulations did not meet the intent of the zone. Some of these uses—such as drug stores, groceries, markets—are no longer the small neighborhood businesses originally envisioned for C1 and C2 zones but big-box retail uses serving a more regional residential market. To preclude these types of uses, the Master Plan imposes maximum floor area standards. Other commercial uses that are not considered supportive of industrial uses are identified and specifically prohibited.

Industrial

The primary goal of the North Dwyer Creek Master Pian is to protect the supply of large lots of industrial land that are without significant site constraints, in order to protect the ability of the City to accommodate major employers such as ULI and WaferTech.

Development standards for LI/CT

New development standards are established to create more predictability to developers,

New PID Overlay Standards

The Master Plan recognizes that a large industrial employer often requires inputs from smaller businesses and benefits from having these suppliers nearby and that previous standards precluded development. To encourage such use of smaller industrial lots in the planning area, new PID overlay standards will be developed for property with lot sizes under 10 acres in the area, between the eastern boundary of Section 28 (Township 2 North, Range 2 East) and the residential zone to the east, excluding Camas Meadows and the Archery Club property. The revised PID Overlay contains development standards geared to small-lot light industrial development, while maintaining the overall theme of campus-style development.

In short, the purpose of the revised PID Overlay is to:

- Provide incubator space for start-up industries and smaller parcels for firms supplying large employers;
- Attract development compatible with the industrial campus atmosphere of the LI/CT designation; and,
- Buffer adjacent residential areas from industrial activities, noise, and odors.

Permitted Uses

Permitted uses in LI/CT include light and high-tech industry, educational institutions, research facilities, convention centers, and office complexes. Secondary permitted uses include retail and service uses that serve the surrounding industrial and residential areas. The site area of these uses is limited. Commercial uses prohibited outright are listed in a table in Appendix A.

Parks and Recreation

Planned parks for the area include a new Neighborhood Park for the residential neighborhood and a Community Park for the North Dwyer Creek area. A more detailed discussion of parks and recreation is contained in the Parks and Recreation Element of this subarea plan.

Protection of Natural Resources

Critical areas in the Master Plan area include wetlands, frequently flooded areas (Camas Meadows development), steep slopes, and wildlife habitat.

The North Dwyer Creek Master Plan builds on existing regulations that help protect sensitive lands. Combining protection of critical areas and development is difficult on the smaller lots in the Master Plan area, so more flexible cluster development provisions are established. A special overlay for the residential portion of the Master Plan area will allow a minimum lot size of 5,000 square feet, while preserving overall density of one unit per 10,000 square feet.

Wetland classifications and associated buffers are established in order to provide more predictability and consistency for property owners. Wetland delineations based on a classification system provide applicants or property owners with advance knowledge of the buildable area. Wetland delineations are required prior to a State Environmental Policy Act (SEPA) threshold determination, with wetland impacts reports submitted separately with development applications. This results in designs that are tailored to the site and any required protection of sensitive areas. Buffer averaging combined with opportunities for wetland enhancement and more flexible density transfer standards balance the

needs of wetland preservation and protection with the goal of meeting the intended residential and industrial densities.

Natural Resources Policies

The North Dwyer Creek Master Plan establishes the following policies for natural resources:

- Protect wetlands by requiring buffers from development according to the type of wetland.
- Protect species of concern and their habitat by establishing buffers, and encouraging site plans that preserve and enhance natural features and provide for wildlife corridors.
- Balance the protection of natural resources with achievement of intended densities through density transfer provisions.

Protection of Cultural Resources

The archaeological investigation conducted for this Master Plan satisfies the requirement for an archaeological predetermination for the portions of surveyed parcels that are outside a high-probability area. For areas shown within a high-probability area, additional work, mainly subsurface exploration, is required to satisfy the requirements for a pre-determination. The remaining parcels which were not part of the Master Plan survey will require an archaeological predetermination when new development is proposed.

The archaeological study for the Master Plan meets the requirements for a planning-level project under SEPA. However, future projects that include permits or funding from federal agencies, such as the Corps of Engineers, are likely to require additional steps in order to meet requirements of the National Historic Preservation Act or National Environmental Policy Act. These federal laws and the regulations implementing them encompass cultural resources such as traditional cultural properties that are not usually protected under city or state laws.

The Master Plan incorporates by reference the policies pertaining to Archaeological resources (Chapter 16.06.15 of the Camas Municipal Code [CMC]).

Housing Element

The Growth Management Act requires comprehensive plans and subarea plans to contain a housing element. Housing elements must contain an inventory and analysis of existing and projected housing, and provide for all economic segments of the community. While the North Dwyer Creek Master Plan, as a subarea plan, is required to contain the same elements as a comprehensive plan,

the limited residential area covered by this subarea plan cannot address the variety of housing needed by the City. For example, multi-family zoning would not be permitted under the amexation agreement. Instead, this Master Plan element sets flexible standards that will encourage variety in future developments in order to achieve the GMA goal of a variety of housing products.

Existing Conditions

There are currently 34 single-family residences in the Master Plan area, primarily in the southeast area, with a few west of NW Friberg Street south of NE 13th Street. These single-family residences vary in age and condition and include some manufactured homes. The area appears to have developed gradually when larger parcels were subdivided. There is no multi-family housing or institutional housing (group homes, domnitories, etc.)

Housing Policies

Camas is concerned with providing safe and sanitary housing for all residents at an appropriate cost. A variety of housing types and designs is seen as integral to meeting the diverse needs of different age groups, income levels, and family types. The North Dwyer Creek Master Plan incorporates the following policies:

- Protect existing residential areas while recognizing that the North Dwyer Creek area will remain primarily an industrial area.
- Because of site constraints, more flexible development standards will be adopted that allow small-lot single-family development while keeping an overall density in new subdivisions of one unit per 10,000 square feet.

Future Needs

The City of Camas 1994 Comprehensive Plan profiled the city's housing needs with respect to housing for people with low to moderate income-levels and for people with special needs. The North Dwyer Creek Master Plan incorporates this analysis by reference.

Transportation Element

Existing Plans

Most of the North Dwyer Creek study area is designated for light industrial use, but in previous analyses, the dominant land use assumed was residential. (See "Background" section.) Furthermore, the amount of residential development projected for the area varies in the two principal transportation modeling efforts. The Regional Transportation Council's (RTC) assumptions

used in the regional transportation model provide for modest residential development. More dense residential development was predicted in a study conducted for a Traffic Impact Fee update commissioned by the City of Camas. In that study, DKS Associates forecasted 2,455 residential units and 500,000 square feet of industrial development by 2015 in an analysis area that included the North Dwyer Creek study area and the area west of NW Friberg Street to 192nd Street, south of SE 13th Street. Therefore, the impact of developing the area primarily in industrial uses has not been considered.

Although it does not directly impact the North Dwyer Creek study area, it appears that earlier studies underestimated development potential on adjacent areas. There are indications that the amount of employment at WaferTech to the south of NW Lake Road may be substantially greater than assumed in the RTC's regional model.

Existing Conditions

The current roadway network serving the study area consists of state highways and local or regional roads.

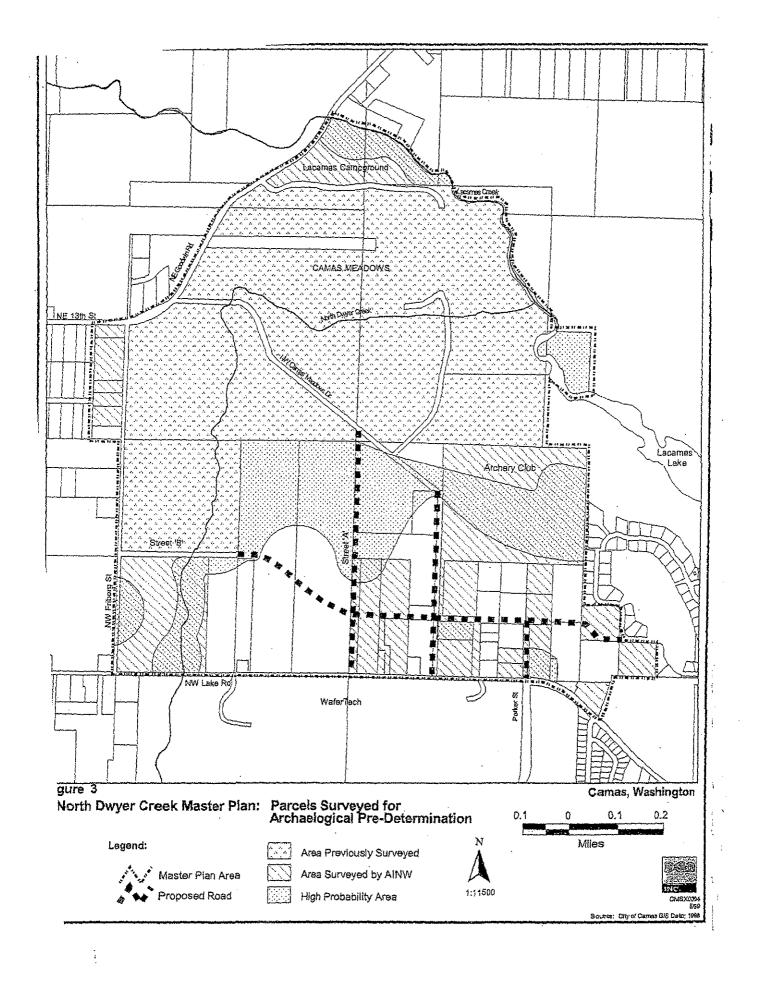
State Highways

State Route (SR) 14 is the state highway linking Camas with the closest interstate highway, I-205, and then further west with I-5 near downtown Vancouver. Both of the interstate highways link Camas to Portland, Oregon to the south and Olympia and Seattle, Washington to the north. SR 14 links Camas to Vancouver to the west and to other points east in Skamania County and beyond.

Local Roadway Network

The roadways immediately adjacent to the study area are predominately narrow rural streets, and, with only minor exceptions, have no curbs, sidewalks or paved shoulders. The key roadways in the study area are NW Lake Road, NW Friberg Street, and NE Goodwin Road. These roadways are the boundaries of the study area, as well as important connections to the transportation network.

NW Lake Road is identified by the City of Camas as part of the arterial system and is projected to become a four-lane arterial on a Transportation Network map from the 1994 Comprehensive Plan. Clark County designated this road as a two-lane collector arterial. It serves as an east/west arterial along the south section of the study area. NW Lake Road runs east/west from the west Camas city limit to NE Everett Street (SR 500). NW Lake Road runs east/west from the city limits to NW Jackson Place, then runs in a northwest/southeast direction along Lacamas Lake. There are power lines relatively close to the edge of NW Lake Road near the



intersection of NË 192nd Avenue. From the west Carnas city limits to NW Jackson Place, NW Lake Road is a narrow two lane roadway. The section of roadway on the approach to NE 192nd Avenue consists of two wide lanes (both sides of the road). Beyond the intersection, the roadway consists of two narrow lanes. When the roadway turns southward, NW Lake Road becomes a three-lane arterial.

NW Friberg Street (previously NE 202nd Avenue) is identified as a two-lane collector by the City of Camas and is not designated by Clark County. NW Friberg Street serves as a north/south connection between NW Lake Road and NE 13th Street/NE Goodwin Road. It is a narrow two-lane rural roadway, lacking curbs and shoulders.

NE Goodwin Road is identified as a two-lane collector by the City of Camas maps and designated as a two-lane rural major collector by Clark County. This roadway serves as a northeast/southwest connection from NE 13th Street to NE 28th Street which provides a link to State Route (SR) 500. NE 13th Street connects NE 192nd Avenue to the intersection of NW Friberg Street and NE Goodwin Road. NE 13th Street becomes NE Goodwin Road at the intersection with NW Friberg Street.

There are several residential roads located within the Master Plan area. Most of them serve existing residential areas in the southeastern portion: NW Payne Street, NW Nightshade Street (previously NE 218th Street), NW Larkspur Street (previously NE 220th Court), and NW Jackson Place (previously NE 222nd Court). These gravel streets serve as local access from NW Lake Road to existing residences. NW Payne Street also serves as an entrance to the archery club.

Regional Roadway Network

The regional roadway network consists of the arterials that connect the study area to the Interstate highways and the other major state highways. Regional roadways near or adjacent to the study area are NE 192nd Street, NW Parker Street, SE 38th Street, and NW Pacific Rim Boulevard. These roadways connect the study area with the rest of the region and state.

NE 192nd Avenue is a proposed four lane arterial on the Transportation Network map in the 1994 Comprehensive Plan. This road is designated by Clark County as a four-lane principal arterial with a center turn lane. The existing roadway is a two-lane north/south corridor which extends from NE 18th Street to SE 15th Street. The City of Camas 1994 Comprehensive Plan recommends making this roadway a four-lane arterial to a new interchange at SR 14. This would improve access for

the City of Camas industrial areas. Funding has been secured for constructing the interchange, widening SE 192nd Avenue between SE 1st and SE 15th Streets, and designing the roadway between SE 15th Street and the SR 14 interchange. Funding for the construction of the remaining connection between SR 14 and SE 15th Street is being sought.

NW Parker Street runs south from the southeast corner of the study area. NW Parker Street serves as a north/south access from NW Lake Road to NW Pacific Rim Boulevard. This roadway was constructed as a boulevard with bike lanes and a combination land-scaped median and center turn lane. NW Parker Street is listed as one of the major projects in the Six-Year Transportation Improvement Program in the City of Camas 1994 Comprehensive Plan. There is a new traffic signal located at the intersection of NW Parker Street and SE 38th Street. South of this intersection, NW Parker Street is a four lane roadway.

SE 38th Street is identified as a two-lane collector by the Transportation Network map from the City of Camas 1994 Comprehensive Plan. SE 38th Street serves as an east/west corridor connecting with SE Bybee Road which turns in to NE 15th Street and connects with SE 192nd Avenue and SE 164th Avenue.

NW Pacific Rim Boulevard is a four-lane roadway designated as a four-lane arterial in the City of Camas 1994 Comprehensive Plan. NW Pacific Rim Boulevard is part of an east/west corridor connecting NW Parker Street with SE 34th Street which intersects with SE 164th Avenue.

Traffic Control Devices

The local street network is mostly composed of narrow rural streets. There are no traffic signals located within the study area. The northbound and southbound approaches are stop-controlled at the intersection of NW Friberg Street and NE 13th Street/Goodwin Road. NW Friberg Street is also stop-controlled at its intersection with NW Lake Road. All of the intersections in the study area appear to be operating at an acceptable level of service.

Transit

Daily transit service is provided by C-TRAN to the North Dwyer Creek Master Plan area along SE 1st Street/NW Lake Road to NW Payne Road.

Pedestrian and Bicycle Facilities

There are no pedestrian or bicycle facilities in the Master Plan area.

Existing Traffic Capacity

Existing traffic volumes were obtained from Clark County. Various traffic counts were conducted over the past years. Table 1 summarizes the traffic data available and when it was obtained NW Lake Road experienced the most traffic within the study area.

TABLE 1: Average Daily Traffic Counts (various dates)

Location	Existing Traffic	Month/ Year Collected
NW Lake Road (near NE 192 nd Avenue)	9,069	10/97
NE Goodwin Road (near NW Friberg Street)	1,897	1/92
NE 13 th Street (near NE 192 nd Avenue)	2,723	4/91
NE Friberg Street (near NW Lake Road)	303	4/90

Transportation Program Review Six-Year Plan Projects in the Area

The City of Camas' 1994 Comprehensive Plan lists a series of twelve major projects in the Six-Year Transportation Improvement Program. None of the projects listed in the 1994 Plan are in or adjacent to the North Dwyer Creek study area.

The 1994 Comprehensive Plan recognized the need to substantially increase the capacity for east-west traffic. The Plan specifically identifies the need for a minimum of four lanes on 1st Street, SR 14, and Pacific Rim Boulevard.

Several projects in the North Dwyer Creek Planning area have been identified as needed projects. Some are significant enough to be included in the list of major projects at such time as they are sufficiently advanced in the planning process that they should be included in the Six-Year Transportation Improvement Program. Further discussion of the needed projects is contained in a subsequent section.

The project list in the 1994 Comprehensive Plan is not modified by The Master Plan.

Transportation Policies

The following transportation policies apply to The North Dwyer Creek Master Plan area:

 Separate industrial traffic from residential areas to avoid negative impacts on livability.

- Provide pedestrian and bicycle access from employment centers to the rest of the city.
- Encourage transportation demand management techniques such as carpooling and transit service to the North Dwyer Creek industrial area from residential areas outside the Planning Area.
- Protect the function of the streets in the Planning Area by assigning appropriate access management standards.
- Level of service standards shall be applied to streets in the North Dwyer Creek Planning Area to maintain adequate capacity.

Traffic Impact Evaluation Criteria and Standards

The 1994 Comprehensive Plan describes the use of three components to measure the adequacy of the transportation system. The three components are 1) traffic service, 2) compatibility, and 3) benefit-cost. An evaluation matrix that takes each of these into account was used in The 1994 Comprehensive Plan to compare the system alternatives.

The sub-area analysis for the North Dwyer Creek study area uses these criteria from the 1994 Comprehensive Plan to ensure that transportation needs are satisfied.

Future Roadway Network

The regional roadway network serving Camas consists of existing roads and some new roadways proposed in the City of Camas 1994 Comprehensive Plan. Many of the collector and arterial streets that comprise the existing regional network will need to be upgraded to accommodate increased traffic.

To accommodate the planned development in the North Dwyer Creek area, two regional facilities will need to be substantially improved to increase capacity: SE 1st Street/NW Lake Road and SE 192nd Avenue (a corridor that includes a new section of road).

In addition, two other roads will become increasingly important, though less so than the regional facilities: NW Friberg Street and NE Goodwin Road. NW Friberg Street is the west boundary of the North Dwyer Creek study area and NE Goodwin Road is the north boundary of the area. Both are classified as collectors or arterial streets by Camas and by Clark County. Improvements to both NW Friberg Street and NE Goodwin Road will be needed to accommodate planned development. Discussion of the roadway standards recommended for these roads are contained in a subsequent section.

Finally, collector roadways contained entirely within the North Dwyer Creek study area will need to be developed. They are not expected to function as part of the regional road network, but will play a very important role in providing access to any industrial and office developments in the study area.

Roadway standards recommended for these roads are also contained in a subsequent section.

Projected Traffic Volume

A traffic study was conducted to analyze the impact of development of the North Dwyer Creek area and to identify the transportation improvements needed to accommodate the planned development. The majority of this area is zoned Light Industrial/Country Tech (LI/CT) with some residential zoning in the southeast portion and west of NW Friberg Street. Without substantial improvements, the current transportation network is not capable of accommodating full development of the area. The key steps in evaluating the transportation system consisted of verifying the development assumptions; estimating traffic generated by the proposed development; assigning traffic to the road system; and identifying roadway standards and projects to accommodate the planned development.

Land Use Assumptions

The primary uses permitted in LI/CT include light and high-tech industry, educational institutions, research facilities, convention centers, office complexes, and other similar uses. Retail and service uses directly associated with the industrial and office uses are permitted as secondary uses.

For the purposes of this analysis, full development of the LI/CT zone was assumed using a combination of uses. The 18-hole golf course is planned to account for about 160 acres and residential uses will account for about 50 acres. Wetlands and other non-developable portions of the site further restrict the amount of land that can be developed for high-traffic generators such as industrial facilities, offices, and research parks.

The land available for development in the LI/CT zone consists of 20 parcels ranging from approximately 2.5 acres to 40 acres. In keeping with the concept for development of the North Dwyer Creek Planning area, a combination of uses permitted under the LI/CT zone was assumed. Most of the larger lots (more than 10 acres in size) were assumed to be for manufacturing or light industrial use. The smaller parcels were assumed to be research centers or general office uses. The twenty parcels were assumed to be developed as follows: three manufacturing, four light industrial, three research centers or general office uses.

ters, and 10 general office parcels. In total, the development could consist of approximately 3.4 million square feet of light manufacturing and/or office space.

Each parcel was assumed to have 20 percent of land reserved for landscaping and buffers. The 20 percent assumed a maximum build out condition and generated a worst-case scenario from a traffic standpoint. The remainder of each parcel would be used for the buildings and parking. The amount of building space and the number of employees is balanced with the amount of parking. Two story buildings were assumed for office and research center land uses and one-story buildings for light industrial and manufacturing.

According to the Camas Municipal Code the minimum parking space requirements for office and research centers are one space per employee at peak hour, plus 15 percent and for light industrial and manufacturing is one space per employee at peak hour plus 10 percent. The building size, parking area, and number of employees were estimated from the remaining land, assuming there would be 300 square feet of workspace and 400 square feet of parking lot space per employee. The parking lot space includes both the parking space itself and the driveways and aisles within the lots.

The southeast portion of the North Dwyer Creek study area includes approximately 50 acres designated for residential use. Much of this land is already developed on lots substantially larger than the typical urban lot. There is potential for in-fill development, but the density that will be achieved is less than a typical subdivision. The residential development potential of the area was to fall in the range of 100 to 150 single-family dwellings.

Trip Generation Rates and Calculation of Trip Generation

Trip generation rates for the uses described in the preceding section were obtained from the Institute of Transportation Engineers (ITE) reference, Trip Generation – 6^{th} Edition. This is the standard reference for trip rates for a wide variety of land uses. Table 2 summarizes the average trip generation rates for the categories of land uses anticipated in the North Dwyer Creek area. The table lists daily, AM peak hour, and PM peak hour trip rates by employee for industrial and office developments. The table also lists the trip generation rates for the golf course for the same time periods. In addition, for golf courses, the table shows the trip rate for Saturdays and Sundays and their respective peak hours.

As illustrated in Table 2, the trip behavior for the golf course is different than the trip rates used under the LI/CT uses. Light industrial and manufacturing pro-

TABLE 2: Average Trip Generation Rates Per Employee

Land Use	Weekday Trip Rate	AM Peak Hour Trip Rate	PM Peak Hour Trip Rate	Saturday Peak Hour Trip Rates	Sunday Peak Hour Trip Rates
General Office	3.32	0.48	0.46		
Research Centers	2.77	0.43	0.41		
Light Industrial	3.02	0.48	0.51		
Manufacturing	2.10	0,39	0.40		min
Golf Course	5.04	0.21	0.30	0.64 (5.82*)	0.58 (5.88*)

Source: Trip Generation, 6th Edition, Institute of Transportation Engineers

duced similar trip generation numbers and the same for office and research centers. Using trip generation rates from the ITE manual, weekday, AM, and PM peak period trips were calculated by multiplying the average trip generation rate by the number of employees.

I sing the information about the type and quantity of development proposed in the study area and the trip rates summarized in Table 2, the total traffic from the LI/CT portion of the North Dwyer Creek area was calculated.

Table 3 illustrates the additional traffic generated by maximum development of the industrial uses, research centers, offices, as well as by the golf course. On an average weekday, approximately 40,200 trips would be generated from these employment and recreation sites. Table 3 summarizes the total traffic for the three time periods and differentiates between entering and exiting traffic.

TABLE 3: Average Weekday Trips For The North Dwyer Creek Study Area

Time- Period	Trips Generated	Entering Vehicles	Exiting Vehicles
Weekday	40,200	20,100	20,100
AM Peak	6,100	5,250	850
PM Peak	5,000	1,100	3,900

The traffic from industrial and office areas are intended to be separated from the residential areas to minimize incompatibility problems. For these reasons, the traffic from the residential portions of the North Dwyer Creek study area were not added to that from the LI/CT area.

To calculate the projected traffic from the residential areas, the weekday AM peak hour, and PM peak-hour trip rates per household for single family dwellings were obtained, and are shown below in Table 4.

TABLE 4: Average Trip Generation Rates Per Dwelling

	Trip Rates			
Land Use	Weekday	AM Peak Hour	PM Peak Hour	
Single Family Dwelling	9.57	0.75	1.01	

Source: Trip Generation, 6th Edition, Institute of Transportation Engineers

The trip rates from Table 3 multiplied by an expected 100 to 150 dwelling units, indicates that residents would make approximately 1,000 to 1,500 daily trips. The number of projected residential trips is very small compared to the projected traffic from the industrial areas.

Regional Traffic Distribution Assumptions and Traffic Assignment

The regional distribution of traffic for the North Dwyer Creek study area was determined by examining the relative population and development potential in the region. The vast majority of the employees, visitors, and customers of the LI/CT development in the North Dwyer Creek study area can be expected to come-from Vancouver and other areas to the west. A few may come from the north. An increasing proportion can be expected to come from Camas to the east and to the south.

The assumptions for the regional distribution of traffic are: 60 percent to and from the west; 20 percent to and from the east; 15 percent to and from the south; and 5 percent to and from the north. The principal roads serving the traffic to and from the west include SE 1st Street and NE 13th Street. NW Lake Road would serve as the principal route for traffic to and from the east; NW Parker Street would serve most traffic to and from the south; and NE Goodwin Road would serve traffic to and from the north.

Based on the amount of traffic generated by each commercial parcel within the North Dwyer Creek Planning area and the assumptions about the regional distribution of traffic, a traffic assignment was performed. The re-

^{*}These figures are the trip rates for the entire day on Saturdays and Sundays, as opposed to the peak hour rate.

gional traffic patterns were translated into specific turn volumes at key intersections. Figure 4 illustrates the PM peak hour traffic generated by the parcels designed for LI/CT development.

Traffic from the development area was added to existing traffic on the nearby street network, thereby representing a short-term condition that simulates what traffic conditions would be if the area develops very rapidly. The second scenario accounts for increases in background traffic and is based on a 50 percent increase in existing traffic to simulate a two-percent annual growth rate for 20 years. The forecast traffic volumes at key locations for both scenarios are summarized in Table 5.

As illustrated in Table 5, none of the streets in the LI/CT area exists, so there are no counts and no change between the traffic volumes where background traffic growth is included or not included. Note that the largest component of the future traffic for all streets is that generated by the development in the LI/CT area. Neither existing traffic nor through traffic is as large as that generated by the planned development.

TRANSPORTATION IMPROVEMENTS

Intersection Improvements

There are no signalized intersections within the study area. With the full development, many of the intersections in the study area will require signalization to maintain a safe and efficient roadway network. Each of

the key intersections in the study area was evaluated based upon the traffic volumes forecast. Signal warrants were evaluated using the methods described in *The Manual on Uniform Traffic Control Devices* (MUTCD). Using the traffic volumes that provide for no increase inthrough-traffic, nine of the twelve intersections within the study area will meet at least one signal warrant, Warrant 11. Peak Hour Volume.

The Peak Hour Volume warrant is met when the combination of traffic on the major street and the traffic on the side street reach certain threshold levels. The threshold level depends upon the number of lanes of both streets. The Peak Hour Volume warrant is generally considered to be the easiest of the warrants to meet, but it does provide a good indication of the need for further study and monitoring as development occurs. It should be noted that increases in through traffic would make it more likely that an intersection meets warrants at an earlier date.

The three major intersections of streets that are parts of the regional street network have the highest forecast traffic volumes and will be among the first likely to meet traffic signal warrants.

The three intersections most likely to meet warrants are:

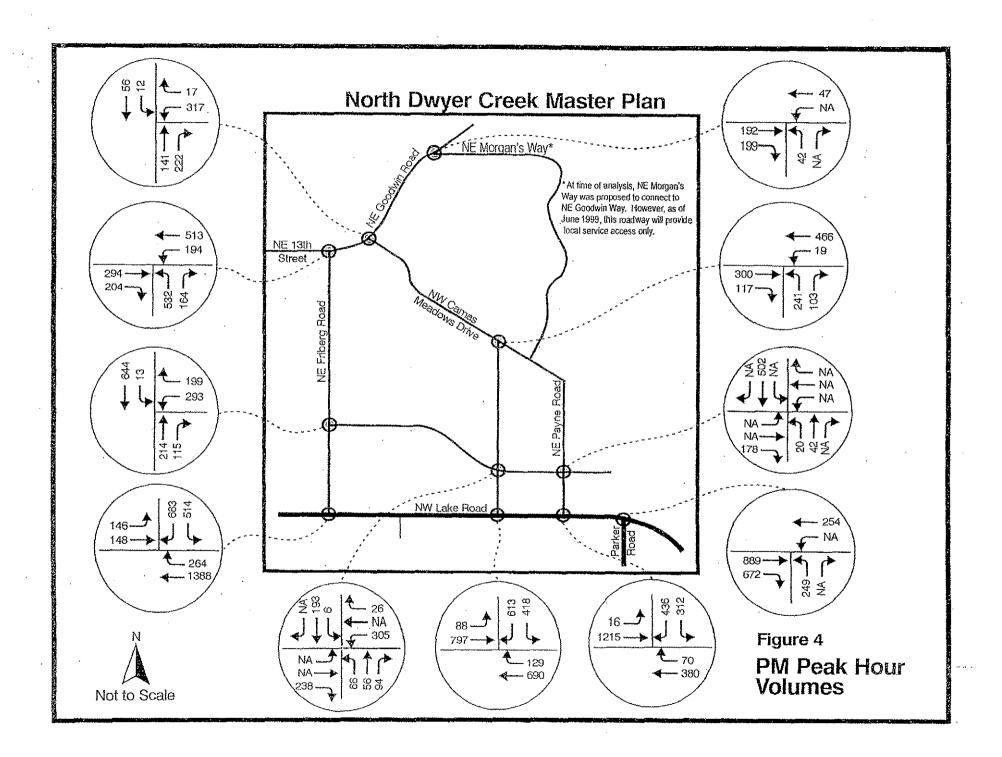
- NW Lake Road and NW Friberg Street
- NW Lake Road and NW Parker Street
- NW Friberg Street and NE Goodwin Road/NE 13th Street

Several other intersections in the study area are also

TABLE 5: Forecast Traffic At Key Locations

Roadway	Existing Weekday Traffic	Traffic from Develop- ment of Study Area	Total Traffic with No In- crease in Background Traffic	Total Traffic with 50% In- crease in Background Traffic
NW Lake Road (near NW Friberg Street)	9,100	19,800	28,900	33,400
NW Lake Road (near NW Parker Street)	8,000*	15,000	23,000	27,000
NW Friberg Street (near NW Lake Road)	300	14,000	14,3.00	14,500
NE Goodwin Road (northeast portion of study area)	1,900	2,000	3,900	·4,900
NE 13 th Street (between NW Friberg and NE 192 nd Avenue)	2,700	10,200	12,900	14,300
NW Parker Street (near NW Lake Road)	4,000*	6,400	10,400	12,400
NW Morgan's Way (near NE Goodwin Road)	N/A	3,100	3,100	3,100
NW Camas Meadows Drive	N/A	8,900	8,900	8,900
NW Payne Road	N/A	7,100	7,100	7,100
Industrial Road (near NW Lake Road)	N/A	7,500	7,500	7,500
Industrial Road (near NW Friberg Street)	N/A	9,000	9,000	9,000

^{*} Estimated traffic from old counts or from counts at nearby locations, N/A Traffic Counts were Not Available



likely to meet the Peak Hour Volume warrant when development reaches a certain level. These intersections will allow access from the LI/CT developments to the principal roadways that bound it. Forecast traffic volumes on the regional roads (1st Street/Lake Road, Friberg Road, and Goodwin Road) make it very likely that the intersections with the industrial collector roads that penetrate the study area will meet the Peak Hour Volume warrant. The date at which warrants are met will depend upon the rate of development. These intersections should be reevaluated as development occurs. Intersections likely to meet traffic signal warrants include:

- NW Lake Road and Industrial Road #2
- NW Lake Road and NW Payne Road
- NW Friberg Street and Industrial Road #1
- · NE Goodwin Road and NW Camas Meadows Drive
- NE Goodwin Road and NW Morgan's Way

One other location in the study area that may meet traffic signal warrants is a location on NW Friberg Street between NW Lake Road and NE Goodwin Road. If each of the large industrial parcels that abuts NW Friberg Street develops individually with its own driveway, none of them is likely to have enough traffic to meet traffic signal warrants. If, however, several parcels have joint access and use a collector or frontage road to concentrate traffic, the traffic volumes might be enough to cause the Peak Hour Volume warrant to be met.

Each of the more important intersections within the LL/CT area was also evaluated to determine whether traffic signals would likely be needed. If the development occurs as planned, it is likely that none of the internal intersections in the LL/CT area will meet signal warrants.

Regional Road Network

SE 1st Street/NW Lake Road

As noted above, the SE 1st Street/NW Lake Road corridor is part of the City of Camas' regional road network and is the only arterial within the study area. The analysis conducted for this project verifies that the basic cross-section of the SE 1st Street/NW Lake Road corridor should consist of two travel lanes in each direction and a center turn lane. The road should also include sidewalks, curb and gutter, and bike lanes. As noted in the previous section, several key intersections will need to be signalized.

NW Friberg Street

NW Friberg Street will provide access to abutting parcels in the west portion of the study area, and, based on forecasted trips, the existing, narrow, two-lane rural road will not be adequate for future levels of traffic. Therefore, the North Dwyer Creek Master Plan calls for widening NE Friberg Road to include one travel lane in each direction with a continuous center turn lane, curb and gutter, and sidewalks and bike lanes. The center turn lane will be especially important if each of the industrial parcels adjacent to it has individual driveways.

Five large, industrial parcels of approximately 10 acres each abut NW Friberg Street between SE 1st Street and NE Goodwin Road. There are two options for access for these parcels. One is to allow each of the parcels to have individual driveway access on NW Friberg Street. The second option would involve a frontage road that will allow access for all five parcels. This concept would concentrate traffic and provide for a single access to NW Friberg Street. The intersection of this frontage road with NW Friberg Street would likely require installation of a traffic signal. If Camas Meadows Corporate Center Phase 1 develops as approved, there may be individual access points.

NE Goodwin Road

Anticipated volumes from the full build-out of the study area will increase traffic along NE Goodwin Road. This will require widening NE 13th Street and a portion of NE Goodwin Road adjacent to the northeast portion of the study. The existing, narrow, two-lane rural road will not be adequate to accommodate forecasted traffic. The widening should include one travel lane in each direction with a continuous center turn lane, curbs and gutters, sidewalks, and bike lanes.

Local Road Network

Industrial Roads

The internal road network in the North Dwyer Creek Master Plan consists of three roads approved for the Camas Meadows Golf Course and the Camas Meadows Corporate Center (Phases 1 and 2). Another major eastwest connection will be built as development occurs.

The internal industrial roads will be classified as primary or secondary industrial roads. NW Camas Meadows Drive, a primary road, travels diagonally through the development from NE Goodwin Road to the golf course clubhouse and southward to NW Lake Road. A second secondary industrial road will be a north-south connection between Camas Meadows Drive and NW Lake Road, and form the main entrance to the LI/CT area, approximately 2,600 feet east of NW Friberg

Street. This is identified as Street "A" on Figure 1. A third major road would connect to NW Friberg Street at the south boundary of the Camas Meadows Corporate Center, cross North Dwyer Creek and continue eastward to the residential area east of the Planning Area (Street "B" on Figure 1). A fourth road is a service road that travels north from Camas Meadows Drive to a maintenance building.

The standards for primary and secondary industrial roads call for two travel lanes and a center turn lane in most locations. In some locations, the center turn lane will be eliminated. Both the primary and secondary roads have design volumes of 8,000 to 12,000 average daily traffic (ADT) and design speed is 35 mph for the primary road and 30 mph for the secondary road. Based upon the traffic analysis, the street cross-sections will accommodate the traffic volumes forecasted.

The North Dwyer Creek Master Plan implements a standard for pedestrian ways and bikeways that differs from those proposed and adopted for the Camas Meadows Corporate Center. The Camas Meadows development proposed a 10-foot wide, combination sidewalk and bike path on one side of internal industrial roads. Cyclists may be discouraged from using a separated bike path where intersecting driveways are common. Yet, bicycling could be an important component of a transportation demand management strategy for industrial and office developments, and should be expected on roadways throughout the LI/CT zone.

Consequently, the Master Plan intends that cyclists be accommodated on the roadway itself by amending the design proposed for Camas Meadows Corporate Center. While the standard pavement width of 40 feet approved for NW Camas Meadows Drive and NW Morgan's Way provides for 14-foot wide travel lanes, and a 14-foot travel lane is generally accepted as the minimum width for shared use by bicyclists and motorists, this width is not recommended for roadways with high volumes of bicyclists. Therefore, new industrial roads in the North Dwyer Creek area will have a pavement width of 44 feet. This will provide sufficient width for two 5-foot bike lanes, two 11-foot travel lanes, and a 12-foot wide center turn lane, creating greater separation between bicycles and motor vehicles and increasing safety for the cyclists.

Because traffic volumes on the industrial roadways will range up to 9,000 vehicles per day, pedestrian facilities on both sides of the roads will be required, with a minimum width of five feet. If the 8-foot-wide pedestrian path approved for the Camas Meadows Corporate Center is retained on one side, the extra width would be

an advantage for users and may encourage its use for jogging and walking as part of an exercise program.

Residential Streets

For the residential street network, the North Dwyer Creek Master Plan extends Parker Street northward from NW Lake Road to Street "B". Other future internal residential streets will be determined as new residential development occurs. Residential road standards consist of curbs, gutters and sidewalks. Providing access to the abutting properties is an intended use of the residential streets, so narrow streets with slower design speeds are appropriate. A pavement width of as little as 28 feet can provide for traffic generated in the residential area and still provide space for on-street parking. Bicyclists can mix safely and readily with motorists on the street.

Because NW Parker Street carries industrial truck traffic south of NW Lake Road, it will be necessary to actively discourage trucks and other industrial traffic from continuing northward through the residential neighborhood, as this would have negative impacts on livability. Traffic-calming techniques can be implemented to deter other industrial traffic from cutting through the residential area. Such traffic calming techniques include narrow streets, traffic circles, and sidewalk bulb-outs at intersections with the industrial roadways and with NW Lake Road. In addition, signs will indicate the approved truck route between NW Parker Street and the main entrance to the industrial area.

Access Management

Access management consists of rules about the number and placement of access points, such as private driveways or side roads. Access management is used to control traffic conflict points and provide access to abutting properties while maintaining the safety and function of the roadway. For arterial streets, priority is given to carrying higher volumes of through-traffic, and typically, access points are restricted.

There are at least two locations in the study area that deserve discussion relative to access management. Because it is the principal roadway serving the North Dwyer Creek study area and all of north Camas, the SE 1st Street/NW Lake Road corridor should be protected by tailored access management standards that will preserve the carrying capacity. Between its intersections with NW Friberg Street and Parker Street, no individual driveways and only three intervening intersections are planned. Two of the three intersections may meet warrants for traffic signals.

The second concern is the section of NW Friberg Street between 1st Street/Lake Road and NE Goodwin Road.

TABLE 6: Design Features of Roads in the North Dwyer Creek Study Area

Feature	NW Lake Road/1st Street	NE Friberg Road, NE Goodwin/13 th Street	Industrial Road Option 1	Industrial Road Option 2	Residential Roads
Design Volume	32,000 & up	8,000 to 12,000	8,000 to 12,000	8,000 to 12,000	Up to 1,200
Number of Lanes	5	3	3	3	2
Total Pavement Width	72 feet	48 feet	40 feet	44 feet	28 feet
Travel Lane Width	12 feet	12 feet	14 feet	11 feet	10 feet
Turn Lane Width	14 feet	14 feet	14 feet	14 feet	NA
Bike Lane Width	5 feet	5 feet	None	5 feet	none
Sidewalks	Both sides	Both sides	Both sides	Both sides	Both sides
Curb & Gutter	Yes	Yes	Yes	Yes .	Yes
Parking	No	No	No	No	Yes

As a three-lane road, it will have substantially less capacity than will NW Lake Road, so access management will also be important. Signalized intersections are planned at both ends (i.e., SE 1st Street/NW Lake Road and at NE 13th Street/NE Goodwin Road). High volumes of traffic will cause lengthy queues during the peak hours. As a result, access to the streets will be especially difficult from driveways within 300 to 600 feet of these signalized intersections. If residential lots are located close to the intersection, driveways are best located as far from the signalized intersections as possible. One option is to construct a residential frontage road to eliminate multiple access points along the roadway that cause conflict. This may be appropriate for the residentially designated parcels near the intersection of Goodwin Road and Friberg Road.

Summary of Recommended Street Design Standards

Table 6 summarizes the recommended design standards for the roadways serving the North Dwyer Creek study area.

Transit Plan

The 1994 Comprehensive Plan proposes improved C-TRAN service on NW Lake Road/SE 1st Street to serve the adjacent industrial development. The amount of service may need to be periodically reevaluated as development intensifies in the North Dwyer Creek area.

Concurrency Management

The 1994 Comprehensive Plan already specifies the components of the Concurrency Management System

(CMS) adopted by the City of Camas. This Master Plan incorporates these components by reference.

Project Prioritization

The 1994 Comprehensive Plan provides a mechanism for establishing priorities for improvements and for preparing improvement cost estimates. A comprehensive update of cost estimates for not-yet-completed projects should probably be conducted to ensure that costs for all projects are comparable.

Table 7 summarizes how planning-level unit costs can be applied to the projects recommended to serve the North Dwyer Creek area.

TABLE 7: Planning Level Unit Costs for Improvement
Projects (1999):

110,000 (100)	***************************************	
Improvement	Unit	Cost
Traffic Signal	Per signal	\$ 150,000
5-Lane, 82-foot Urban Street	Per mile	\$3,600,000
3-Lane, 44-foot Urban Street	Per mile	\$1,800,000
3-Lane, 40-foot Urban Street	Per mile	\$1,700,000
2-Lane, 28-foot Urban Street	Per mile	\$1,300,000

Table 8 summarizes the approximate roadway construction costs for the projects needed to provide adequate capacity for full development of the North Dwyer Creek area.

TABLE 8: Summary of Roadway Project Costs (1999)

Facility	Length	Total Construc- tion Cost
SE 1st Street/Lake Road	0.9 mi.	\$3,200,000

NE Goodwin Road	0.7 mi.	\$1,300,000
NE Friberg Road	0.8 mi.	\$1,400,000
Industrial streets (all)	3.4 mi.	\$6,100,000
Residential streets (all)	1.2 mi.	\$1,500,000
Traffic Signals (8)	NA	\$1,200,000
Total		\$14,700,000

Mitigation Payment System

The 1994 Comprehensive Plan establishes a basic system for allocating costs and transportation impact fees (TIF) for development. The 1994 Comprehensive Plan listed \$21,282,000 for roadway costs to be covered under the impact fee calculations.

The City of Camas Traffic Impact Fee Report (June 1997) provides an updated list of TIF projects and a refined methodology. Among the projects listed in the 1997 report is the improvement of SE 1st Street/NW Lake Road. In that report, however, it is listed as a three-lane facility with an estimated cost of approximately \$2.5 million. Subsequent adjustments have been made to reflect its planned improvement to a four- or five-lane road.

An update of TIF projects is needed and should include additional facility improvements required for the North Dwyer Creek Master Plan area. Several factors should be considered in this update. Abutting property owners may directly and completely fund some projects. In these cases, no portion of the project need be accounted for in the TIF program. The industrial streets in the LI/CT area and the local streets in the adjacent residential area may fall into this category.

For other projects, such as improvements in the SE 1st Street/NW Lake Road corridor, the property owners may fund a portion of the project cost while the excess capacity of the roadway will be funded under the TIF program.

For another category of projects, the TIF program may be the appropriate funding mechanism for the entire project cost. The installation of traffic signals at the intersection of NW Friberg Street and SE 1st Street/NW Lake Road or the intersection of NW Lake Road and Parker Street may fall under this category.

It might also be appropriate to consider a local improvement district or a separate TIF program to cover the cost of projects that are of specific benefit to developers in the North Dwyer Creek LI/CT area. Examples of these improvements could include the installation of traffic signals at where the industrial roads intersect with NW Friberg Street or with NW Lake Road. Such

signals have significant benefit to the developers in the district, but no benefit to others in the area.

A comprehensive update of the TIF and other cost allocation programs could account for these changes and provide for a funding mechanism to account for development of the North Dwyer Creek area.

Parks, Open Space and Recreation Element

Existing Conditions

Parks

Because North Dwyer Creek is an urbanizing rural area there has not been the need to provide park facilities. There are no dedicated public parks in the North Dwyer Creek Master Plan area. There are three private recreation facilities encompassing approximately 250 acres:

- Lacamas Campground
- · Camas Meadows Golf Course
- Chinook Archery Club

Vancouver-Clark County Parks and Recreation provides regional type facilities. Regional Parks are typically located in areas with outstanding natural features or qualities. Serving the study area are LaCamas Park and the undeveloped Camp Currie. These facilities range in size from 100 to more than 325 acres. Facilities include (or will include) group picnic sites, hiking trails, fishing piers, barbecues, and potentially overnight camping areas. Figure 5 shows existing and proposed parks and trails.

Greenway and Open Space Network

The Camas Meadows development plan included a dedication of property for the Heritage Trail along the southwest side of LaCamas Creek (see next section). The Camas Meadows development also includes time and other, potentially public, open spaces encompassing sensitive wetland areas.

Trails and Bikeways

Heritage Trail is the only regional trail in the study area and is being constructed by the Camas Meadows development and completed by Clark County along the south shore of LaCamas Creek. When completed, the trail is to be deeded to the City of Camas and will be available to residents of the North Dwyer Creek area.

There are existing regional bike routes on NW Lake Road and NW Friberg Street.

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The other park categories Special Facilities, Greenways, and Permanent Open Space are not a part of the study area.

Parks and Recreation Policies

The following policies on parks and recreation facilities apply to the North Dwyer Creek Master Plan area:

- Provide a Neighborhood Park within a half-mile of residential development.
- Encourage new developments to provide opportunities to access regional trails.
- Establish signs for bike routes on local streets that connect with regional bike lanes.
- Encourage new developments to provide pedestrian and bicycle connections to schools, parks, permanent open space and other trails.
- Create secondary networks of paths and trails by making mid-block, perpendicular links with roads (rather than paralleling existing roads).

Needs Analysis

As of January 200, new park standards have been adopted for the City of Camas. The new park standards are more descriptive and fiexible than previously, with the emphasis on locating parks near people. For example, the standard for a Community Park would change from 2.5 acres per 1,000 people to Neighborhood Park (Community Park Function) seven to 10 acres in size and serving people within one half-mile. In this case, the Neighborhood Park (Community Park Function) contains all elements of a typical neighborhood park, plus specialized facilities such as sport fields or other features.

Neighborhood Parks

Within the study area a Neighborhood Park needs to be provided. The Neighborhood Park is typically a combination playground designed for non-organized activities. It is generally small in size serving people within one half-mile walking distance. Minimum size requirements are three to seven acres. Appropriate facilities include: open play areas, children's playground, paved game courts, tennis courts, picnic areas with tables and benches, interior pathways, and trails.

In the North Dwyer Creek residential area one neighborhood park is recommended.

Trails

There are four classifications of trails. These are generally located off paved roads within their own rights-of-

way or easements. Designations are regional, local, rustic and semi-primitive. Within the study area only regional and local trails apply.

Regional Connections

In the study area a new connection from the Heritage Trail to Camp Currie is proposed. Additional connections can also be made to the Heritage Trail along the golf course access road from NE Goodwin Road to the Heritage Trail dedication area.

Local Trails

A Local Trail designed to serve the local community and to provide access to the regional trail systems is proposed. The trail width is to be from 6 feet to 10 feet in width depending on the use proposed and the terrain involved. Surfacing may be paved or crushed aggregate. The right of way will vary from 24 feet to 40 feet and can be located on or off roads.

At this time no local trails are identified for the study area. However, new developments should be encouraged to provide linkages to schools, parks and other destination points.

Bikeways

Bicycle lanes are typically located along existing street and road rights-of-way or can be incorporated into the overall width required for new construction. There are two classifications for bike lanes: regional and local. The regional bike lane is intended to connect users to other jurisdiction or destinations adjoining Camas. Local bike lanes are to move the residents of Camas from one area of the city to another

Regional Bike Lane

Additional regional bike lanes are not needed in the study area.

Local Bike Lane

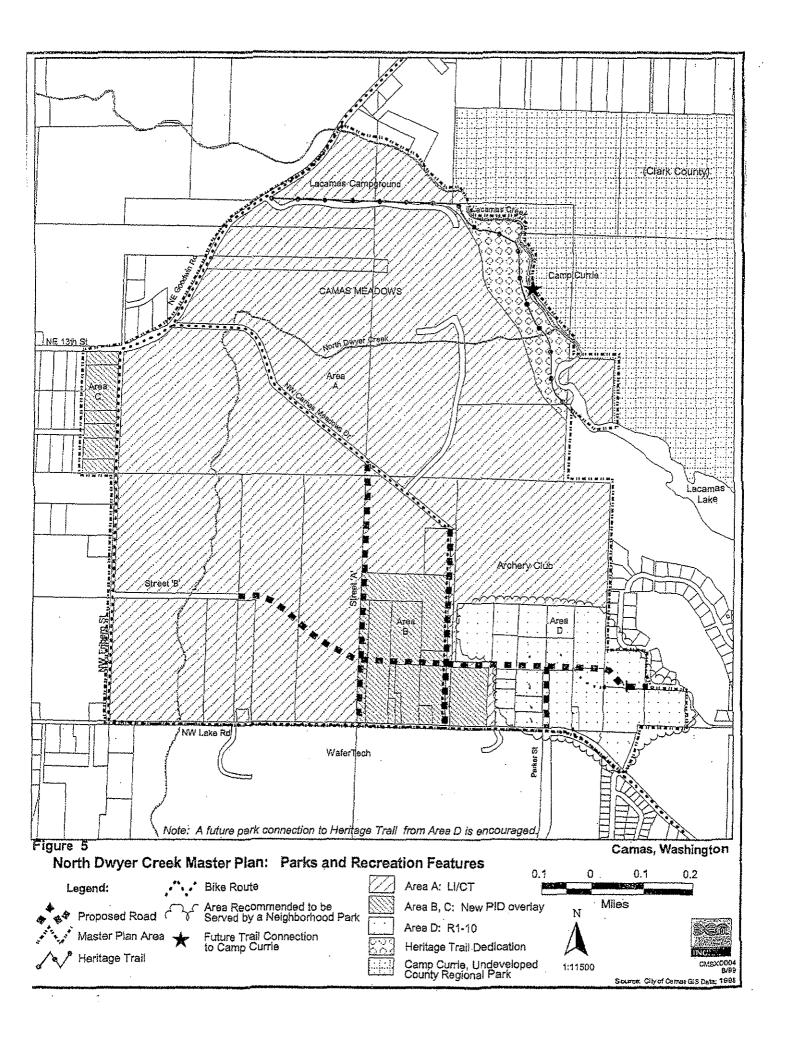
A new local bike route is proposed along NW Payne Street north to the Camas Meadows Golf Course and the interior circulation road in the proposed industrial area from the Camas Meadows Golf Course west to NE Goodwin Road. In addition, street standards allow sufficient width for road sharing between bicycles and other vehicles.

Costs For Required Facilities

At this time costs are not estimated.

Funding For Future Parks

Acquisition costs will be gathered from the City of Camas open space impact fees, Real Estate Excise Tax



(REET), the State of Washington IAC funds, and other appropriate resources.

Public Facilities, Services, and Utilities Element

This element of the Master Plan comprises the services provided by the City, such as schools, emergency, fire, and police services, as well as the physical infrastructure for sanitary and storm sewers, and water supply. The Growth Management Act requires cities and counties to ensure their services and facilities can accommodate growth.

Public Facilities, Services, and Utilities

The following policies apply to the North Dwyer Creek Master Plan area:

- All new development in the Master Plan area must be served by the sewer and water systems as described in the Master Plan and shown on Figures 6a and 6b.
- The costs of extending public facilities to the North Dwyer Creek Master Plan area will be shared or borne by property owners seeking development or redevelopment, as determined by the City of Camas.

Public Facilities

Schools

Existing

The North Dwyer Creek study area includes portions of both Camas and Evergreen School Districts. However, since the Evergreen School District includes only industrial areas and no potential residential development, the following discussion pertains only to the Camas School District.

Schools in Camas include: Camas High School, Skyridge Mid-level School, JD Zellerbach Elementary School, Hellen Baller Elementary School, Dorothy Fox Elementary School, and Lacamas Heights Elementary School.

In 1994, the Camas School District Comprehensive Plan identified the capital facilities projects to meet current needs, all of which have been completed.

Future Needs and Assumptions

Camas School District uses a formula of an average of 0.94 students per household and an optimum capacity ratio of 25 students for each teacher. The school district demographer makes projections for enrollment based on

historic trends, new housing starts, and interest rates. For every 25 students, an additional 900 square feet is needed. The school district typically does not plan more than five years ahead because a change in interest rates of 2 percent or more can dramatically affect demand. Usually elementary schools can be constructed within two years and middle schools within three years.

The optimum capacity in the Camas School District is 3,650 students for all grades (K-12). As of September 1998, enrollment for the school year was just over 3,500. The school district projects that capacity will be exceeded by 2000 or 2001.

In May 1999, voters approved a bond measure to provide financing for new school facilities. The bond will provide approximately \$57 million for the following: a new high school and a new elementary school, relocation of the bus dispatch office and maintenance facility and bus parking area, modernization projects, a 6-classroom expansion at Dorothy Fox school, and property acquisitions.

At R1-10 zoning, approximately 195 new lots could be created in the North Dwyer Creek residential area, adding approximately 183 additional students to the system. Since in 1998 school facilities were nearly full, the school district may have reached capacity before new residential development in North Dwyer Creek generates these additional students. Given the approval of future bond funding, now is an appropriate time to ensure that future facilities will be able to accommodate the build-out of the residential area of North Dwyer Creek.

City Services

Fire Protection and Emergency Medical Services

Existing

The North Dwyer Creek annexation area is serviced by the City of Camas Fire Department. The Camas Fire Department operates from the Camas Municipal Building complex at 616 NE Fourth Avenue in the downtown core area. The fire station portion of the building is 8,500 square feet. Services include fire suppression, public education, inspection, prevention and code enforcement within the city.

The ambulance service area encompasses urban densities along the 164th Avenue corridor, as well as Camas and Washougal. Paramedic personnel cross-trained as firefighters provide a ratio of 2.4 fire-capable personnel per 1,000 people when the ambulance is not in use and 1.3 when in use.

The Fire Department recently opened a modular station at 4010 NW Astor Street, formerly the Fire District #9 Volunteer Station, and has added staff. The purchase of property on NW Parker Street north of 38th Avenue for a new fire station is being completed, with construction of a new station expected by the end of 2000.

Future Needs and Assumptions

Based on population growth on the west side of Camas, and growth of the Light Industrial/County Tech area at an average rate of \$20 million in assessed valuation annually to 2004, current facilities and staff levels cannot accommodate build-out. According to the City of Camas 1994 Comprehensive Plan, the main fire station was already often at capacity in 1994. Since the police moved to new facilities to alleviate some of the current burden, a staffed modular facility in the Grass Valley station was opened in 1997 to improve response times for the west side of Camas. A new west side station began construction in June 2000 and will be open by Spring 2001. This second station is located on NW Parker Street just north of NW 38th Avenue.

With the new fire station, the Fire Department will be able to meet the 6-minute response-time standard, a standard not currently met. The second (west) fire station, coupled with space vacated by the police at the Camas Municipal Building, was anticipated to provide sufficient capacity for 20 years, to 2014.

With respect to fire flow requirements, the water lines were constructed to accommodate industrial development, and no problems with accommodating build-out are expected.

Standards

 The Camas Fire Department uses standards to set minimum levels of service, which are listed in the City of Camas 1994 Comprehensive Plan. The North Dwyer Creek Master Plan incorporates these standards by reference.

Police Protection

Existing Conditions

In October 1997, the Camas Police Department moved from the Camas Municipal Building at 616 NE 4th Avenue in downtown Camas to a new facility on NE 3rd Avenue.

Future Needs and Assumptions

A new fire station planned for the west side, near NW Parker Street, will have an office for the Police Department to use and for the public to contact police. The NE 3rd Avenue facility, combined with the west side fire

station office, will meet police department needs to 2014.

No unanticipated impacts are expected with build-out of the North Dwyer Creek Master Plan area, and the department will be able to accommodate future needs of the residents and industrial businesses. If necessary or requested by new businesses locating in the North Dwyer Creek industrial area, the police department may be willing (contingent on available funding) to have an officer or officers undergo special training to deal with crimes commonly associated with high technology industry.

Standards

The North Dwyer Creek Master Plan incorporates by reference the City of Camas 1994 Comprehensive Plan's level of service standard.

Library

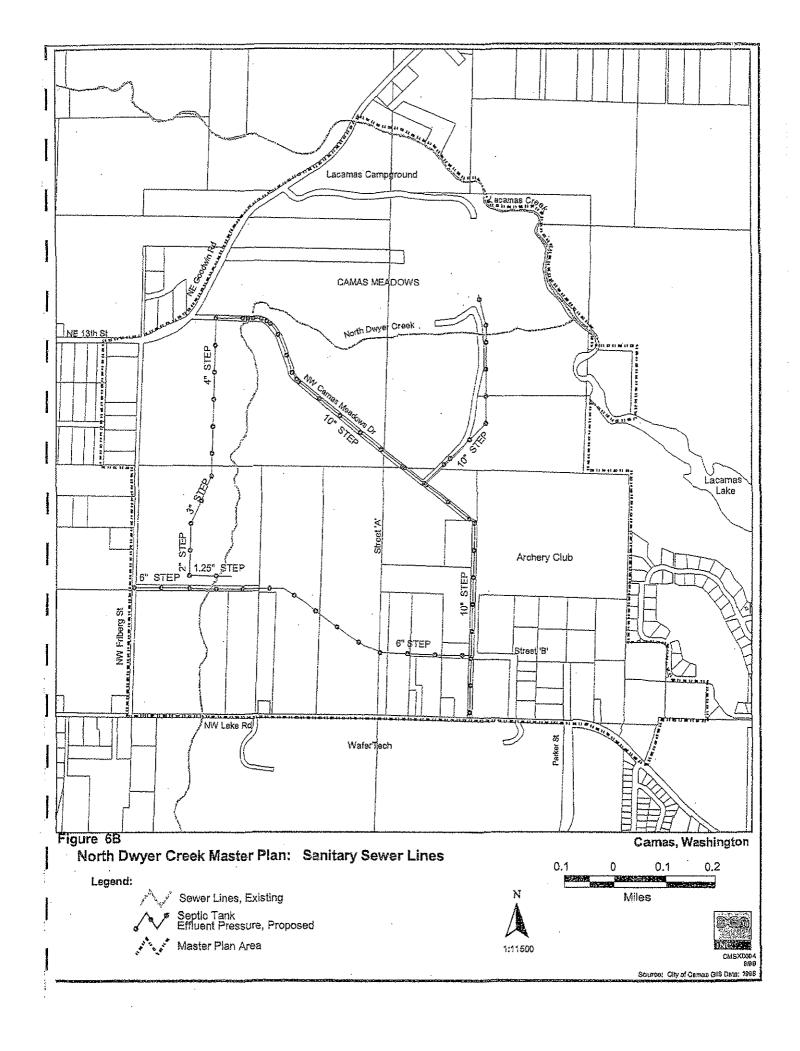
Existing Conditions

The Camas Public Library serves the city and surrounding area. The Camas Library occupies 8,750 square feet in downtown Camas at 421 NE Franklin Street, across from City Hall.

Future Needs and Assumptions

In 1994, the library was at capacity for patron seating, storage, and staff work space. A study of the library's needs and the potential cost for remodeling and expanding the existing building was conducted through the fall of 1998. Funding in the amount of \$7.96 million was secured through voter approval in early 2000. Construction is scheduled for Spring to Summer 2001. The 1994 Comprehensive Plan notes that as the city expands westward, a smaller secondary facility in a commercial district would be considered.

The library will accommodate some future needs by expanding its links with participating libraries, including access to full text periodical databases and an Internet connection. Most demand outside of Camas comes from areas to the north of the city limits. Build-out of the North Dwyer Creek area with primarily industrial uses is not expected to affect the level of services provided by the Camas Public Library.



City Utilities

Water

Existing System

The existing water system for the City of Camas is described in the Water System Master Plan, dated February 1996. Since that plan was completed, additions have been made to the system that affect the North Dwyer Creek area. A 12-inch line was constructed from the existing system west along NW Lake Road to NW Friberg Street. This line then extends north on NW Friberg Street to the bridge at NE Goodwin Road, and is looped back into the Camas Meadows development through a 12-inch line in NW Camas Meadows Drive. An 8-inch line also extends along NE Goodwin Road to the Green Mountain Golf Course. Figure 6A shows the existing and planned water system at the time the North Dwyer Creek Master Plan was drafted.

Surface Water

The discussion of surface water in the City of Camas 1994 Comprehensive Plan applies to the North Dwyer Creek Master Plan area and is not changed by the North Dwyer Creek Master Plan.

Ground Water Wells

The Camas Meadows Golf Course currently operates a 10-inch well for irrigation purposes. Three proposed wells, located in the North Dwyer Creek area, were discussed in the Water System Master Plan. At the time the research was done for the North Dwyer Creek Master Plan, no wells had been constructed, nor were there plans to construct any in the future, though wells remain a possible water source for the City of Camas.

Level of Service Criteria

The level of service criteria for the North Dwyer Creek Master Plan adheres to the City of Camas 1994 Comprehensive Plan except for the following additions:

Design Consideration. The minimum mainline size shall be 8-inches. A hydraulic analysis must be performed to determine the mainline size using the appropriate land use designation for both domestic and fire flow requirements.

Flow Requirements. Fire flow requirements for the North Dwyer Creek Area are as stated in the City of Camas 1994 Comprehensive Plan. Systems are to be designed to provide a maximum pressure range of 30 to 100 pounds per square inch (psi) with the ideal range varying from 40 to 90 psi. The addition of pressure reducing valves in the North Dwyer Creek Master Plan

area may be necessary to maintain pressures within the acceptable range.

Construction Criteria. Construction criteria in the City of Camas 1994 Comprehensive Plan apply to the North Dwyer Creek Master Plan area and are adopted by reference.

Current Deficiencies/Excess Capacity

The existing North Dwyer Creek Master Plan area has excess capacity.

Water System Model and Evaluation

The North Dwyer Creek Master Plan area was added to the existing City of Camas EPANET water system model. The criteria used for the additional modeling came from the City of Camas Water System Master Plan.

Capital Improvement Plan

A Capital Improvement Plan (CIP) of recommended projects and their associated costs has been prepared and is included as Table 9.

Finance

The finance section of the City of Camas 1994 Comprehensive Plan is applicable to the North Dwyer Creek Master Plan area and is not amended by the North Dwyer Creek Master Plan.

Wastewater

Existing System

The existing wastewater system for the City of Camas is described in the Wastewater Facilities Plan, dated October, 1994. The North Dwyer Creek study area was included in this Plan and identified as service area 2. The Study Area is currently unsewered with the exception of a small number of rural, private septic systems with drain fields for wastewater disposal. Since this plan was completed, few additions have been made to the system that impact the North Dwyer Creek Area. The logical connection point to the existing system remains the existing 21 inch diameter pressure main located at the intersection of NW Lake Road and Parker Street. Figure 6B shows the existing and planned sanitary sewer system at the time the North Dwyer Creek Master Plan was drafted.

Level of Service Criteria

The level of service criteria for the North Dwyer Creek Area are the same as those in the City of Camas 1994 Comprehensive Plan.

TABLE 9: Water Capital Improvement Plan

Priority	Proposed Improvement	Purpose	Funded By	Estimated Cost
1	Install 6,000 feet of 12-inch pipeline on NW Payne Street, along NW Camas Meadows Drive from NW Lake Road to NE Goodwin Road	Future Growth	Developer to install line (completion date: 1999)	\$600,000
2	Install 5,900 feet of 8-inch pipeline on future road from NW Michaelbrook Lane to NW Friberg Street	Future Growth	Developer to install line	\$501,500
3	Install 2,700 feet of 8-inch pipeline on Street 'A' from NW Lake Road to NW Camas Meadows Drive	Future Growth	Developer to install line	\$229,500
4	Install 650 feet of 8-inch pipeline on future road from the intersection of NW Lake Road and Parker Road north to the future road through the residential zoned area	Future Growth	Developer to install line	\$55,250

Current Deficiencies/Excess Capacity

The North Dwyer Creek Study Area is included in the City of Camas 1994 Comprehensive Plan. This plan provides for adequate future capacity including the proposed collection system as outlined in this plan.

Major Elements of the Plan

Population, Flow and Loading Projections

With the introduction of the LI/CT with the PID Overlay, smaller lots may be developed but the projected loading and flow differences are negligible (smaller lots, lower projected flows/lot; larger lots, higher projected flows/lot). The Population, flow and loading projections for the Study Area remain the same as the City of Camas 1994 Comprehensive Plan.

Collection System Improvements

Design Considerations

The 1994 Comprehensive Plan recommends the use of three predominate wastewater collection systems: septic tank effluent systems, conventional gravity sewers, and a combination to be used to provide service within the City. The Wastewater Facilities Plan, 1994, calls for a single 500 gallon per minute, City maintained, septic tank effluent (STE) pump station. The proposed location of this station is indicated on North Dwyer Creek near the center of the Study Area. Approximately 4,500 feet of 8-inch diameter forcemain is also included in the 1994 Facilities Plan.

A current, more detailed, study entitled "Camas Meadows Corporate Center and Golf Course Sanitary Basin Study" by MacKay and Sposito, Inc., January, 1999 (revised March 1, 1999) indicates that a single pump station is not feasible due to topography and proposes two (City maintained) STE pump stations.

Upon considering the MacKay and Sposito, Inc. proposal and the future maintenance responsibilities generated by the proposed system, City staff elected to change the collection system in this area to a septic tank effluent pump (S.T.E.P.) system for the entire master plan area. This decision is consistent with the recommendations of the 1994 Comprehensive Plan and has the following advantages:

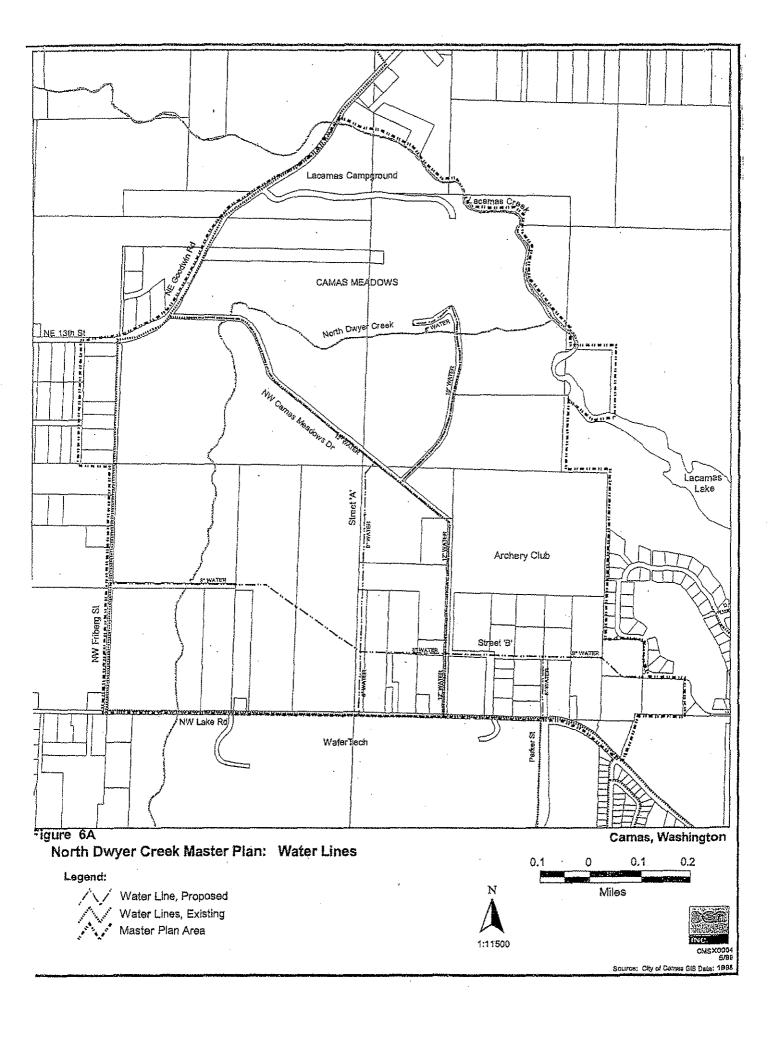
- The City of Camas would not be responsible for the operating and relatively high maintenance costs of the electro-mechanical pump station. (Costs would be distributed proportionately among individual users who would be responsible for the operation and maintenance costs generated by their own usage).
- Inflow and infiltration (I and I) are eliminated from the system, thus reducing an unnecessary load on the Water Pollution Control Plant.
- There are generally lower maintenance costs with effluent collection system pressure pipe systems.

The main disadvantages for the City would be increased truck traffic from hauling septic solids and additional receiving system requirements at the pollution control plant.

There are advantages for developers, in that the initial cost of system design and construction is lower. Likewise, users would have the advantage of control over their own system, including responsibility for design, construction and maintenance. The disadvantages are the costs associated with this responsibility, such as for maintenance and periodically removing the septic solids (usually every 7 to 10 years).

User Pump Design Criteria

The user pump design criteria, below, provide the individual property owner some basis for design of their individual pumping system as related to pumping into a



common force main. The reason for the conservative approach is that the head conditions in the common force main fluctuate and it is very difficult to determine just what criteria to use for design.

The suggested individual user pump design criteria are:

- Friction factor: "C"=100
- Head condition operation range: TDH +/- 50 feet
 (TDH = Total Dynamic Head)
- Design velocity: 2 feet per second to 6 feet per second

Sludge Disposal Options

The Sludge Disposal Options as discussed in the City of Camas 1994 Comprehensive Plan apply to the North Dwyer Creek Master Plan area.

Finance

The finance section of the City of Camas 1994 Comprehensive Plan applies to the North Dwyer Creek Master Plan area.

Stormwater System

Existing Conditions

There are several residential subdivisions situated east of the North Dwyer Creek Master Plan area that are serviced by a regional stormwater detention pond. The Camas Meadows East subdivision has provided stormwater sewer stub-outs to the adjacent residential property. These pipes were sized to convey the undeveloped 10-year, 24-hour storm. Any development will have to provide its own water quantity and quality control facilities prior to connection to this existing system.

Management of Stormwater

Management of stormwater generated by any development in the North Dwyer Creek study area will adhere to the Stormwater Management Manual for the Puget Sound Basin. The Fisher Basin Sub-Area Plan will be used in conjunction with the Stormwater Management Manual for the Puget Sound Basin and, in the event of discrepancies between the two, the Fisher Basin Sub-Area Plan will be used. Each development will be required to provide a water quantity and quality control facility as described in the Stormwater Management Manual for the Puget Sound Basin. No underground facilities will be accepted.

Regional water quantity and quality control facilities are not encouraged by the City except in residential subdivisions. A regional facility would be considered by the City for the LI/CT areas with a signed maintenance agreement between the interested parties.

The area zoned residential, located in the southeast corner of the North Dwyer Creek Annexation Area, has an existing wetland within its confines. This wetland would be an ideal area for water quality/wetland mitigation.

Maintenance

The maintenance of the water quantity and quality control facilities will be performed by the property owner or homeowner's association. The property owner or homeowner association, prior to the acceptance of the water quantity and quality control facilities by the City, must sign a maintenance contract with the City stating that the property owner or homeowner's association will properly maintain the facilities. The City will perform periodical maintenance checks of the facilities and notify the property owner or homeowner's association of any violations of the maintenance contract.

The location of the water quantity and quality control facilities should be accessible to city personnel either by proximity to a public access road or with an access road and easement.

Future Changes

On March 16, 1999, nine population groups of salmon were listed for protection under the Endangered Species Act (ESA). The effect of this on the Lacamas Lake Basin are unknown at this time but changes may need to be made to the water quality requirements in the Stormwater Management Manual for the Puget Sound Basin and the Fisher Basin Sub-Area Plan. These possible changes and their effect on the North Dwyer Creek study area will need to be addressed and incorporated into the North Dwyer Creek Master Plan as they become available.

Other Utilities

The GMA requires every comprehensive plan to discuss existing and proposed utilities, including electrical lines, natural gas pipelines, and telecommunication lines. The providers of these utilities to Camas are: Clark Public Utilities (electricity), Northwest Natural (natural gas), and General Telephone of the Northwest (GTE). Since the City of Camas 1994 Comprehensive Plan evaluated existing conditions and future needs based on the development of the North Dwyer Creek area with light industrial uses, that analysis is hereby incorporated by reference. No additional impacts are anticipated that could not be accommodated by the providers.



Washington State

Transportation Improvement Board

TIB. Members

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> Clay While Snohomish County

Stevan E. Gorcester Executive Director

P.O. 80x 40901 Olympia, WA 98504-0901 Phone: 360-586-1140 Fax: 360-586-1166 www.lib.wa.gov November 16, 2012

Mr. Eric Levison Public Works Director City of Camas Post Office Box 1055 Camas, WA 98607-0055

Dear Mr. Levison:

Congratulations! We are pleased to announce the selection of your project, NW 38th Avenue/SE 20th Street, SE Armstrong Street to NW Parker Street, TIB project number 9-W-185(004)-1.

Total TIB funds for this project are \$1,720,000.

Before any work is allowed on this project, you must:

- Verify the information on the Project Funding Status Form, revise if necessary, and sign;
- Submit the section of your adopted Six Year Transportation Improvement Plan listing this project;
- Sign both copies of the Fuel Tax Grant Distribution Agreement;
- Return the above items to TIB;
- You may only incur reimburseable expenses after you receive approval from TIB.

In accordance with RCW 47.26.84, you must certify full funding by November 16, 2013 or the grant may be terminated. Grants may also be rescinded due to unreasonable project delay as described in WAC 479-05-211.

If you have questions, please contact Clint Ritter, TIB Project Engineer, at (360) 586-1151 or e-mail ClintR@TIB.wa.gov.

Sincerely.

Stevan Gorcester Executive Director

Enclosures

City of Camas

9-W-185(004)-1

NW 38th Avenue/SE 20th Street

SE Armstrong Street to NW Parker Street

STATE OF WASHINGTON TRANSPORTATION IMPROVEMENT BOARD AND City of Camas AGREEMENT

THIS GRANT AGREEMENT (hereinafter "Agreement") for the NW 38th Avenue/SE 20th Street, SE Armstrong Street to NW Parker Street (hereinafter "Project") is entered into by the WASHINGTON STATE TRANSPORTATION IMPROVEMENT BOARD (hereinafter "TIB") and City of Camas, a political subdivision of the State of Washington (hereinafter "RECIPIENT").

1.0 PURPOSE

TiB hereby grants funds in the amount of \$1,720,000 for the project specified above, pursuant to terms contained in the RECIPIENT'S Grant Application, supporting documentation, chapter 47.26 RCW, title 479 WAC, and the terms and conditions listed below.

2.0 SCOPE AND BUDGET

The Project Scope and Budget are initially described in RECIPIENT's Grant Application and incorporated by reference into this Agreement. Scope and Budget will be further developed and refined, but not substantially altered during the Design, Bid Authorization and Construction Phases. Any material alterations to the original Project Scope or Budget as initially described in the Grant Application must be authorized by TIB in advance by written amendment.

3.0 PROJECT DOCUMENTATION

TIB requires RECIPIENT to make reasonable progress and submit timely Project documentation as applicable throughout the Project. Upon RECIPIENT's submission of each Project document to TIB, the terms contained in the document will be incorporated by reference into the Agreement. Required documents include, but are not limited to the following:

- a) Project Funding Status Form
- b) Bid Authorization Form with plans and engineers estimate
- c) Award Updated Cost Estimate
- d) Bid Tabulations
- e) Contract Completion Updated Cost Estimate with final summary of quantities
- f) Project Accounting History

4.0 BILLING AND PAYMENT

The local agency shall submit progress billings as project costs are incurred to enable TIB to maintain accurate budgeting and fund management. Payment requests may be submitted as often as the RECIPIENT deems necessary, but shall be submitted at least quarterly if billable

amounts are greater than \$50,000. If progress billings are not submitted, large payments may be delayed or scheduled in a payment plan.

5.0 TERM OF AGREEMENT

This Agreement shall be effective upon execution by TIB and shall continue through closeout of the grant or until terminated as provided herein, but shall not exceed 10 years unless amended by the Parties.

6.0 AMENDMENTS

This Agreement may be amended by mutual agreement of the Parties. Such amendments shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

7.0 ASSIGNMENT

The RECIPIENT shall not assign or transfer its rights, benefits, or obligations under this Agreement without the prior written consent of TIB. The RECIPIENT is deemed to consent to assignment of this Agreement by TIB to a successor entity. Such consent shall not constitute a waiver of the RECIPIENT's other rights under this Agreement.

8.0 GOVERNANCE & VENUE

This Agreement shall be construed and interpreted in accordance with the laws of the state of Washington and venue of any action brought hereunder shall be in the Superior Court for Thurston County.

9.0 DEFAULT AND TERMINATION

9.1 NON-COMPLIANCE

- a) In the event TIB determines, in its sole discretion, the RECIPIENT has failed to comply with the terms and conditions of this Agreement, TIB shall notify the RECIPIENT, in writing, of the non-compliance.
- b) In response to the notice, RECIPIENT shall provide a written response within 10 business days of receipt of TIB's notice of non-compliance, which should include either a detailed plan to correct the non-compliance, a request to amend the Project, or a denial accompanied by supporting details.
- c) TIB will provide 30 days for RECIPIENT to make reasonable progress toward compliance pursuant to its plan to correct or implement its amendment to the Project.
- d) Should RECIPIENT dispute non-compliance, TIB will investigate the dispute and may withhold further payments or prohibit the RECIPIENT from incurring additional reimbursable costs during the investigation.

9.2 DEFAULT

RECIPIENT may be considered in default if TIB determines, in its sole discretion, that:

Fuel Tax Agreement Page 2 of 5 November 2012



- a) RECIPIENT is not making reasonable progress toward correction and compliance.
- b) TIB denies the RECIPIENT's request to amend the Project.
- c) After investigation TIB confirms RECIPIENT'S non-compliance.

TIB reserves the right to order RECIPIENT to immediately stop work on the Project and TIB may stop Project payments until the requested corrections have been made or the Agreement has been terminated.

9.3 TERMINATION

- a) In the event of default by the RECIPIENT as determined pursuant to Section 9.2, TIB shall serve RECIPIENT with a written notice of termination of this Agreement, which shall be served in person, by email or by certified letter. Upon service of notice of termination, the RECIPIENT shall immediately stop work and/or take such action as may be directed by TIB.
- b) In the event of default and/or termination by either PARTY, the RECIPIENT may be liable for damages as authorized by law including, but not limited to, repayment of grant funds.
- c) The rights and remedies of TIB provided in the AGREEMENT are not exclusive and are in addition to any other rights and remedies provided by law.

9.4 TERMINATION FOR NECESSITY

TIB may, with ten (10) days written notice, terminate this Agreement, in whole or in part, because funds are no longer available for the purpose of meeting TIB's obligations. If this Agreement is so terminated, TIB shall be liable only for payment required under this Agreement for performance rendered or costs incurred prior to the effective date of termination.

10.0 USE OF TIB GRANT FUNDS

TIB grant funds come from Motor Vehicle Fuel Tax revenue. Any use of these funds for anything other than highway or roadway system improvements is prohibited and shall subject the RECIPIENT to the terms, conditions and remedies set forth in Section 9. If Right of Way is purchased using TIB funds, and some or all of the Right of Way is subsequently sold, proceeds from the sale must be deposited into the RECIPIENT's motor vehicle fund and used for a motor vehicle purpose.

11.0 INCREASE OR DECREASE IN TIB GRANT FUNDS

At Bid Award and Contract Completion, RECIPIENT may request an increase in the TiB funds for the specific project. Requests must be made in writing and will be considered by TiB and awarded at the sole discretion of TiB. All increase requests must be made pursuant to WAC 479-05-202 and/or WAC 479-01-060. If an increase is denied, the recipient shall be liable for costs incurred in excess of the grant amount. In the event that final costs related to the specific project are less than the initial grant award, TiB funds will be decreased and/or refunded to TiB in a manner that maintains the original ratio between TiB funds and total project costs.

12.0 INDEPENDENT CAPACITY

The RECIPIENT shall be deemed an independent contractor for all purposes and the employees of the RECIPIENT or any of its contractors, subcontractors, and employees thereof shall not in any manner be deemed employees of TIB.

13.0 INDEMNIFICATION AND HOLD HARMLESS

The PARTIES agree to the following:

Each of the PARTIES, shall protect, defend, indemnify, and save harmless the other PARTY, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgment, and/or awards of damages, arising out of, or in any way resulting from, that PARTY's own negligent acts or omissions which may arise in connection with its performance under this Agreement. No PARTY will be required to indemnify, defend, or save harmless the other PARTY if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other PARTY. Where such claims, suits, or actions result from the concurrent negligence of the PARTIES, the indemnity provisions provided herein shall be valid and enforceable only to the extent of a PARTY's own negligence. Each of the PARTIES agrees that its obligations under this subparagraph extend to any claim, demand and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each of the PARTIES, by mutual negotiation, hereby waives, with respect to the other PARTY only, any immunity that would otherwise be available to it against such claims under the Industrial Insurance provision of Title 51 RCW. In any action to enforce the provisions of the Section, the prevailing PARTY shall be entitled to recover its reasonable attorney's fees and costs incurred from the other PARTY. The obligations of this Section shall survive termination of this Agreement.

14.0 DISPUTE RESOLUTION

- a) The PARTIES shall make good faith efforts to quickly and collaboratively resolve any dispute arising under or in connection with this AGREEMENT. The dispute resolution process outlined in this Section applies to disputes arising under or in connection with the terms of this AGREEMENT.
- b) Informal Resolution. The PARTIES shall use their best efforts to resolve disputes promptly and at the lowest organizational level.
- c) In the event that the PARTIES are unable to resolve the dispute, the PARTIES shall submit the matter to non-binding mediation facilitated by a mutually agreed upon mediator. The PARTIES shall share equally in the cost of the mediator.
- d) Each PARTY agrees to compromise to the fullest extent possible in resolving the dispute in order to avoid delays or additional incurred cost to the Project.
- e) The PARTIES agree that they shall have no right to seek relief in a court of law until and unless the Dispute Resolution process has been exhausted.



15.0 ENTIRE AGREEMENT

This Agreement, together with the RECIPIENT'S Grant Application, the provisions of chapter 47.26 Revised Code of Washington, the provisions of title 479 Washington Administrative Code, and TIB Policies, constitutes the entire agreement between the PARTIES and supersedes all previous written or oral agreements between the PARTIES.

16.0 RECORDS MAINTENANCE

The RECIPIENT shall maintain books, records, documents, data and other evidence relating to this Agreement and performance of the services described herein, including but not limited to accounting procedures and practices which sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Agreement. RECIPIENT shall retain such records for a period of six years following the date of final payment. At no additional cost, these records, including materials generated under the Agreement shall be subject at all reasonable times to inspection, review or audit by TIB personnel duly authorized by TIB, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

Approved as to Form Attorney General		
Ву:		
Signature on file		
Guy Bowman Assistant Attorney General		
Lead Agency	Transportation Improvement	Board
Signature of Chairman/Mayor Date	Executive Director	Date
Print Name	Print Name	

Agency: CAMAS TIB Project Number: 9-W-185(004)-1

Project Name: NW 38th Avenue/SE 20th Street

SE Armstrong Street to NW Parker Street

Verify the information below and revise if necessary.

Return to: Transportation Improvement Board PO Box 40901 Olympia, WA 98504-0901

PROJECT SCHEDULE

2007	Targel Dates
Construction Approval Date	December 27, 2013
Contract Bid Award	February 3, 2014
Contract Completion	February 2, 2015

PROJECT FUNDING PARTNERS

list additional funding partners and amount

Funding Partners	Amount	Revised Funding
CAMAS	204,500	595,500
W\$DOT	0	0
Federal Funds	0	0
Transportation Impact Fees	1,065,500	1,065,500
FHWA-STP Grant Funds	1,100,000	1,100,000
State Stormwater Grant		1,400,000
TOTAL LOCAL FUNDS	2,370,000	4,161,000

Signatures are required from two different agency officials. Return the originally signed form to the TIB office.

Mayor or Public Works Director			
Signature	Date		
Printed or Typed Name	Title		
Financial Officer			
Signature	Date		
Printed or Typed Name	Title		

JOHN R. BATISTE Chief

STATE OF WASHINGTON WASHINGTON STATE PATROL

General Administration Building • PO BOX 42602 • Olympia, WA 98504-2602 • (360) 596-4043 • www.wsp.wa.gov

June 24, 2013

Chief Nick Swinhart Camas Fire Department 4321 NW Parker Camas WA 98607

Dear Chief Swinhart:

Subject: WSP Agreement No. C130933GSC, State Fire Mobilization Reimbursement

Enclosed are two originals of an interagency agreement between the Washington State Patrol and your organization to allow reimbursement of fire mobilization costs per the Washington State Fire Services Resource Mobilization Plan. If you anticipate providing career firefighters and/or equipment under the plan, please have an approved representative of your organization sign these originals and return them to the following:

Budget and Fiscal Services Washington State Patrol PO Box 42602 Olympia WA 98504-2602

You are required to be registered as a Statewide Payee prior to submitting a request for payment under this Contract. The Washington State Department of Enterprise Services (DES) maintains the Statewide Payee Registration System; to obtain registration materials go to http://www.des.wa.gov/services/ContractingPurchasing/Business/VendorPay/Pages/default.asp https://www.des.wa.gov/services/ContractingPurchasing/Business/VendorPay/Pages/default.asp https://www.des.wa.gov/services/Contracting/Business/Contracting/Business/UendorPay/Pages/Default.asp <a h

A fully signed original will be returned to you for your records. Please contact Ms. Pat Hill at (360) 596-4076 or via e-mail at pat.hill@wsp.wa.gov if you have any questions or concerns regarding this agreement.

(P)

Sincerely,

Mr. Robert L. Maki, CFE, CGFM Budget and Fiscal Services

tricia Luc

RLM:pgh Enclosures

INTERAGENCY AGREEMENT BETWEEN

STATE OF WASHINGTON WASHINGTON STATE PATROL

AND

CAMAS FIRE DEPARTMENT

This Interagency Agreement (Agreement), pursuant to RCW 43.43.960 through RCW 43.43.964 (State Fire Service Mobilization) and Chapter 39.34 RCW (Interlocal Cooperation Act), is made and entered into by and between the Washington State Patrol, hereinafter referred to as "WSP," and the Camas Fire Department, a statutorily authorized fire agency within the State of Washington, hereinafter referred to as "Fire Agency."

The purpose of this Agreement is to provide for the reimbursement of allowable Fire Agency costs incurred while its assets are mobilized in accordance with RCW 43.43.960 through RCW 43.43.964 and the Washington State Fire Services Resource Mobilization Plan (Mobilization Plan). The Mobilization Plan and any subsequent versions adopted pursuant to RCW 43.43.962 are incorporated herein by this reference.

Therefore, it is mutually agreed that:

- 1. Mobilization Plan. The Mobilization Plan provides a process to quickly notify, assemble and deploy fire service personnel and equipment to any local fire jurisdiction in Washington State that has expended all local and mutual aid resources in attempting to manage, mitigate and control an emergency incident or situation for the protection of life and property. If the Fire Agency responds with its available assets to an incident mobilization, both parties shall comply with the procedures detailed in the Mobilization Plan.
- 2. Period of Performance. The period of performance of this Agreement begins on <u>The date of final signature</u> and ends on <u>December 31</u>, 2013 unless terminated sooner as provided herein.
- 3. **Billing Procedures.** WSP shall reimburse the Fire Agency upon the receipt of properly executed claim forms submitted by the Fire Agency according to the Mobilization Plan. Claims for payment submitted by the Fire Agency to WSP for costs due and payable under this Agreement shall be paid by WSP if received by WSP within 45 days from the end of each respective fire mobilization. The Fire Agency is required to be registered as a Statewide Payee prior to submitting a request for payment under this Contract. The Washington State Department of Enterprise Services (DES) maintains the Statewide Payee Registration System; to obtain registration materials go to http://www.des.wa.gov/services/ContractingPurchasing/Business/VendorPay/Pages/default.as-px.
- 4. Compliance with Civil Rights Laws. During the period of performance for this Agreement, both parties shall comply with all federal and state nondiscrimination laws.
- 5. Records Maintenance. Both parties shall maintain books, records, documents and other evidence which sufficiently and properly reflect all direct and indirect costs expended by either party in the performance of the services described herein. These records shall be subject to inspection, review or audit by personnel of both parties, other personnel duly authorized by either party, the Office of the State Auditor, and federal officials so authorized by law. Both parties

shall retain all books, records, documents, and other material relevant to this Agreement for six (6) years after expiration, and the Office of the State Auditor, federal auditors, and any persons duly authorized by the parties shall have full access and the right to examine any of these materials during this period.

- 6. Agreement Management. The work described herein shall be performed under the coordination of <u>Chief Nick Swinhart</u> of the Fire Agency, and <u>Assistant State Fire Marshal Paul Perz</u> of WSP, or their successors. They shall provide assistance and guidance to the other party necessary for the performance of this Agreement.
- 7. Hold Harmless. Each party shall defend, protect and hold harmless the other party from and against all claims, suits and/or actions arising from any negligent or intentional act or omission of that party's employees, agents, and/or authorized subcontractor(s) while performing under this Agreement.
- 8. Agreement Alterations and Amendments. This Agreement may be amended by mutual agreement of the parties. Such amendments shall not be binding unless they are in writing and signed by personnel authorized to bind each of the parties.
- 9. Termination. Either party may terminate this Agreement upon thirty (30) calendar days' written notification to the other party. If this Agreement is so terminated, the terminating party shall be liable only for performance in accordance with the terms of this Agreement for performance prior to the effective date of termination.
- 10. Appeals of Denied Claims. In the event that WSP denies payment of claim(s) submitted by the Fire Agency under this Agreement, the Fire Agency may appeal the denial according to the Mobilization Plan. The process contained in the Mobilization Plan is the sole administrative recourse available to the Fire Agency for the appeal of denied claims.
- 11. Order of Precedence. In the event of any inconsistency in the terms of this Agreement, the inconsistency shall be resolved by giving precedence in the following order:
 - 1. Applicable federal and state statutes and regulations:

IN WITNESS WHEREOF the parties have executed this Agreement

- 2. Terms and Conditions contained in this Agreement
- 3. Any other provisions of the Agreement, whether incorporated by reference or otherwise.
- 12. All Writings Contained Herein. This Agreement contains all the terms and conditions agreed upon by the parties. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind any of the parties hereto.

The vertical of the parties have executed this Agreement.		
For the Washington State Patrol:	For the Camas Fire Department:	
FOR: John R. Batiste, Chief	Signature	
Date	Date	

APPROVED AS TO FORM BY THE OFFICE OF THE ATTORNEY GENERAL 2/5/2008