



## **CITY COUNCIL WORKSHOP MEETING AGENDA**

**Monday, December 4, 2017, 4:30 PM**  
**City Hall, 616 NE 4th Avenue**

---

### **I. CALL TO ORDER**

### **II. ROLL CALL**

### **III. PUBLIC COMMENTS**

### **IV. WORKSHOP TOPICS**

#### **A. NW Natural Low-Carbon Pathway Presentation**

Details: A representative will provide a presentation regarding NW Natural's efforts to reduce the impact of carbon based energy.

Presenter: Nina Carlson, NW Natural - Government and Community Affairs Consultant

Recommended Action: This item is for Council's information only.

 [Low-Carbon Pathway Presentation](#)

[Carbon Pathway Flyer](#)

#### **B. Downtown Camas Association (DCA) Update**

Details: Representatives from the DCA will provide an update to Council and share results from the survey conducted during Camas Days.

Presenter: Carrie Schulstad, Executive Director and Caroline Mercury, Board President

Recommended Action: This item is for Council's information only

 [DCA Update](#)

[Dot Survey Results From Camas Days](#)

#### **C. Discussion of Consultant's Review of the Camas-Washougal Fire Department (CWFD)**

Details: In early 2017, Council authorized Emergency Services Consulting International (ESCI) to conduct the Emergency Medical Services (EMS) Delivery System Assessment of the CWFD. The findings and recommendations of the study were presented to the Camas and Washougal City Councils several months ago. This presentation will highlight the recommendations that came out of the study, with subsequent discussion about how CWFD is approaching each recommendation.

Presenter: Nick Swinhart, Fire Chief

Recommended Action: This item is for Council's information only.

 [CWFD - ESCI Study Recommendations](#)

#### **D. Camas Washougal Fire Department (CWFD) and East County Fire and Rescue Functional (ECFR) Consolidation Financial Review**

Details: One of the recommendations from the Emergency Medical Services (EMS)

Delivery System Assessment was to consider a functional consolidation with ECFR. Paul Lewis was retained to perform the financial analysis. Paul will present the preliminary findings and answer any questions. A follow up session will be held during the 2018 Planning Conference and the ECFR Commissioners will be invited to participate.

Presenter: Paul Lewis, Financial Consultant, Nick Swinhart, Fire Chief and Pete Capell, City Administrator

Recommended Action: This item is for Council's information only.

 [CWFD ECFR Functional Consolidation Financial Review](#)

E. Status of the Urban Tree Program

Details: The City was awarded a grant from the State of Washington Department of Natural Resources (DNR) to develop an Urban Tree Program. The grant period runs until May 31, 2018, and is a 50 percent cost share with the City. An initial work plan to develop the Urban Tree Program included: current zoning diagnosis; review of comprehensive plan to ensure the new codes will be consistent; drafting a tree ordinance, including graphics; updating the Design Standards Manual (street tree species); and creating outreach materials that will increase the public's knowledge of tree care and the new ordinance. In support of this project, the City recruited a diverse group of citizens to participate on an ad hoc committee and contracted with Davey Resource Group. Also, Davey Resource Group and City staff interviewed key urban forest stakeholders to develop a community survey to better understand public awareness and opinions about trees in Camas. Over 250 community members provided feedback through an online survey that was available March 30, through May 12, 2017. The online survey collected qualitative information about public perception of tree protection, tree species preferences, and about the concept of street tree removal permitting. A joint meeting of the Planning Commission and the ad hoc committee was held in October to review and discuss draft proposals. Staff will provide an overview of the status of the project.

Presenters: Sarah Fox, Senior Planner and Ian Scott, Davey Resource Group

Recommended Action: Staff requests direction from the Council regarding the proposed amendments.

 [Urban Tree Program Status - Council Workshop](#)

[Staff Report - Status of the Urban Tree Program](#)

F. Community Development Miscellaneous and Updates

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

Presenter: Phil Bourquin, Community Development Director

G. Federal Functionally Classified Roadways Update

Details: Staff from the Regional Transportation Council (RTC) has requested from the Clark County local agencies any and all proposed revisions to the Federal Highway Administration (FHWA) classification of streets. The intent of this request is to compile a regionwide cleanup list that RTC staff will present to the Washington State Department of Transportation (WSDOT). WSDOT will then forward these requests to FHWA for inclusion in the Federal Functional Classification system. Staff will provide a brief explanation of the Federal Functional Classification System and the recommended revisions shown on the attached map and list.

Presenter: James Carothers, Engineering Manager

Recommended Action: Staff is seeking consensus from Council about the recommended list of revisions to the Federal Functional Classifications of Roadways in Camas.

 [Federal Functionally Classified Streets Proposed Revisions](#)

H. Public Works Miscellaneous and Updates

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

Presenter: Steve Wall, Public Works Director

I. 2018 Legislative Agenda

Details: Staff will present the draft 2018 Legislative Agenda for Council's review and direction.

Presenter: Pete Capell, City Administrator

Recommended Action: Staff requests Council's direction regarding the 2018 Legislative Agenda

 [2018 Legislative Agenda Draft](#)

J. City Administrator Miscellaneous Updates and Scheduling

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

Presenter: Peter Capell, City Administrator

## **V. COUNCIL COMMENTS AND REPORTS**

## **VI. PUBLIC COMMENTS**

## **VII. ADJOURNMENT**

NOTE: The City welcomes participation of its citizens in the public meeting process. Effort will be made to ensure anyone with special needs can participate. For more information call 360.834.6864.

# OUR LOW-CARBON PATHWAY

October 2017



*NW Natural analysis, not for investment purposes.*

# OUR VALUE PROPOSITION



## DOMINANT PREFERENCE

87% of homebuyers ranked having natural gas as an important factor to a home purchase, with 9 out of 10 saying they'd pay more to get it.



## PREMIUM PRODUCT FOR LESS

Homebuyers know gas provides greater comfort for a lot less money. Our customers are paying less for natural gas today than 15 years ago.



## STRONG CUSTOMER SATISFACTION

For 5 consecutive years, NW Natural has ranked 1st in the West in JD Power's Gas Utility Customer Satisfaction Study.



# A LOW CARBON FUTURE

We believe climate change requires collective action.

NW Natural has an important role to play in a smart and affordable Northwest climate strategy.

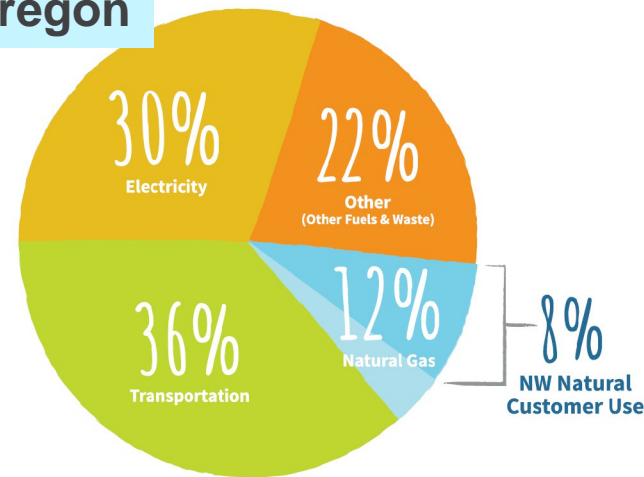
## OUR OBJECTIVES:

- 1** Long-term goal of deep decarbonization that leaves no one behind.
- 2** Near-term actions take advantage of the natural gas infrastructure already in place.
- 3** Lead the way on natural gas innovations and share broadly for larger impact.

# WHAT IS OUR STARTING POINT?

- **We serve 74%** of residential square footage in our territory where gas is available
- **We provide 90%** of peak day energy needs for our residential space and water heat customers
- Our customers direct use of gas accounts for 8% of Oregon's emissions and 0.5% of Washington's state missions

Oregon



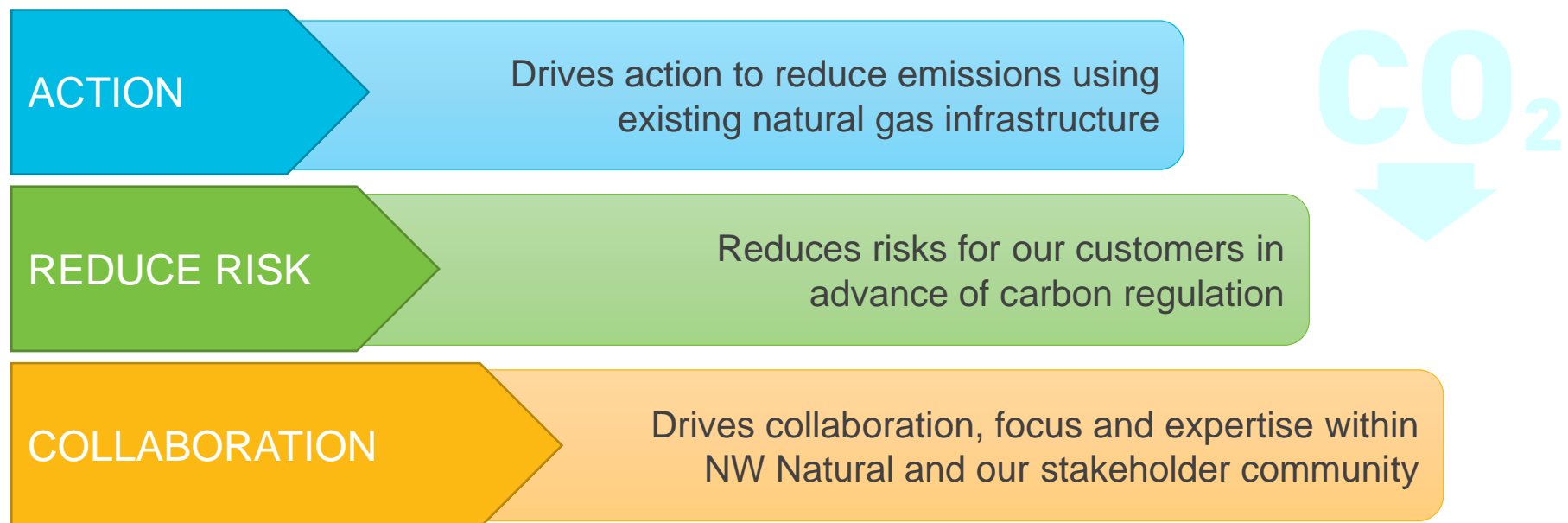
Washington



# GOAL: 30% CARBON SAVINGS BY 2035

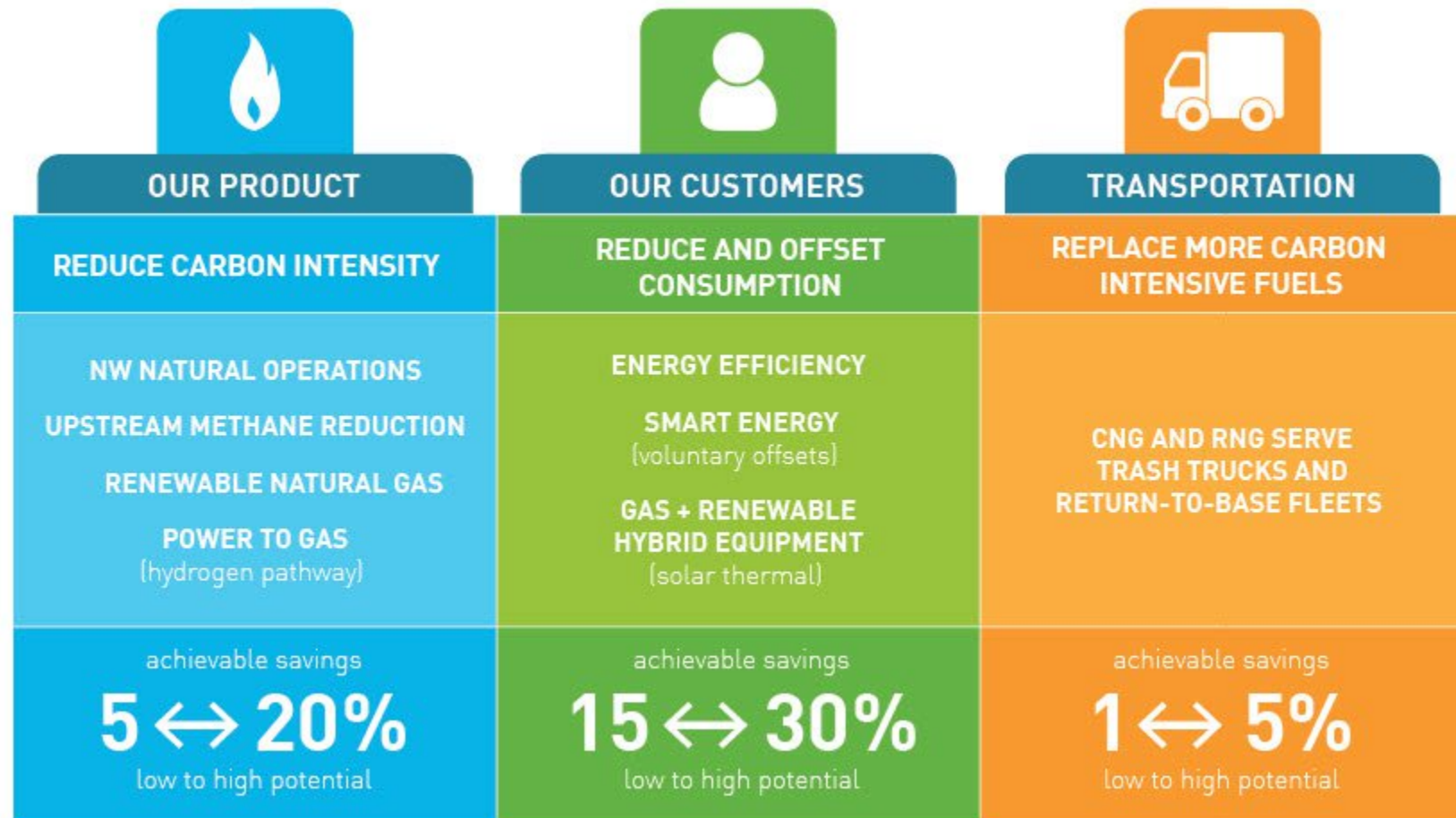
A focus on **savings** allows for absolute reductions across sectors - resulting in lower emissions overall.

Baseline: 2015 emissions from customer end use and NWN operations





# SAVINGS OPPORTUNITIES

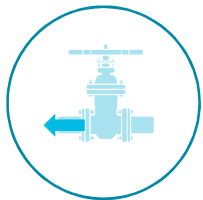


# OUR PRODUCT



## OPERATIONS

Continue to shrink the company operational footprint through fleet and facility upgrades



## PRODUCTION PRACTICES

Production sector holds the largest opportunity to reduce emissions, so we will work with producers to drive best practices at the wellhead



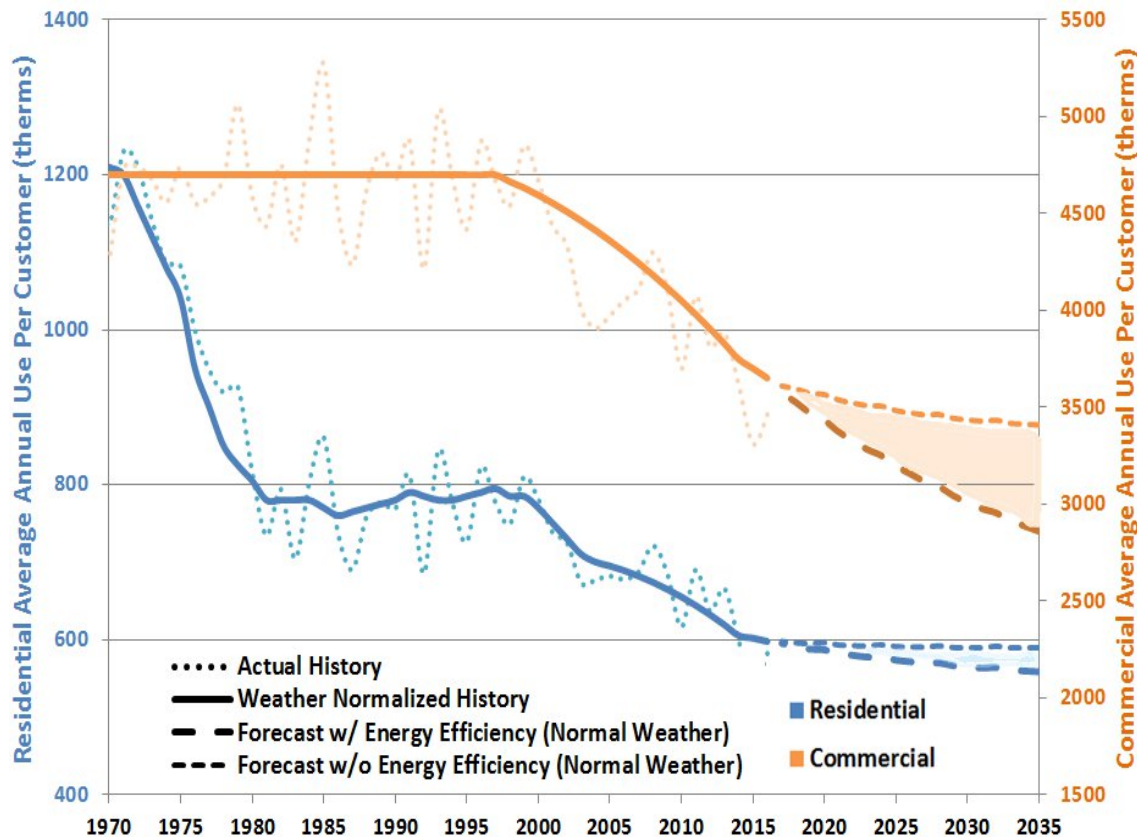
## DELIVERING RENEWABLES

The natural gas system can transport more than conventional natural gas. Renewable natural gas from waste streams and hydrogen from excess renewable generation can also flow through our pipes.

# OUR CUSTOMERS

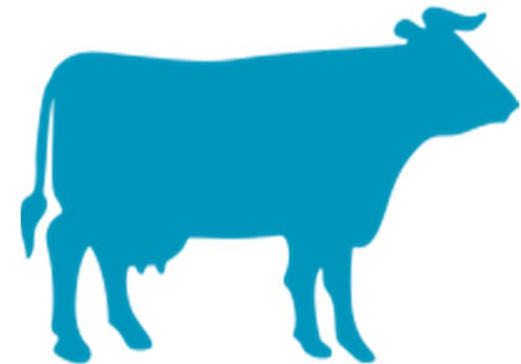


“Use Less, Offset the Rest”



SMART ENERGY<sup>®</sup>

*Presented by NW Natural*



NW Natural analysis, not for investment purposes.

# ▶ INNOVATION



## Natural Gas Zero Energy Homes

- Lower cost to build and operate
- Has amenities homeowners prefer



## Low-Cost Absorption Heat Pumps



- High-efficiency alternative to boilers
- Can be used for combo systems
- Low-cost residential option - commercially available now

## Gas-Fired Heat Pump Water Heater



- Full fuel-cycle efficiency = 200%
- Installed in conditioned spaces
- Operates in low temps
- Undergoing market testing



# TRANSPORTATION

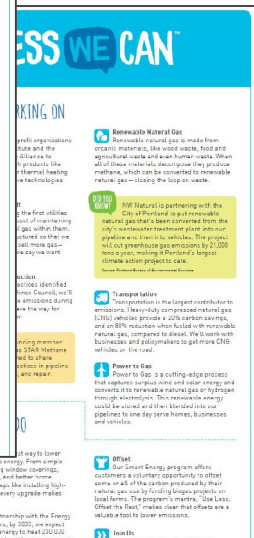
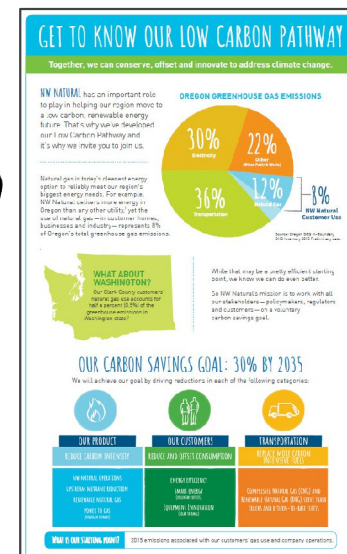
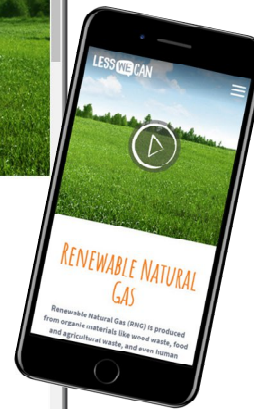
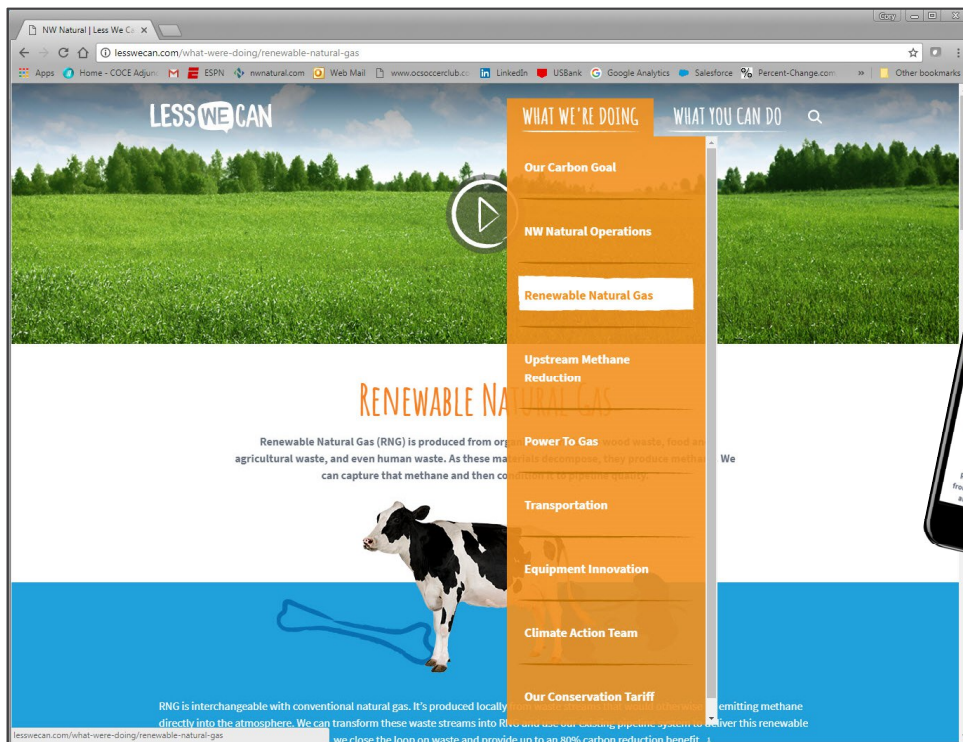


- Largest contributor to carbon emissions and growing.
- New CNG engines provide the cleanest, most cost effective solution for heavy duty vehicles.
- Delivers 20% reduction in carbon emissions compared to diesel and a 90% reduction in air pollution.
- Allows for drop-in renewable natural gas for an 80%+ reduction in carbon emissions.





# NEW CAMPAIGN: LESS WE CAN



**THANK YOU**

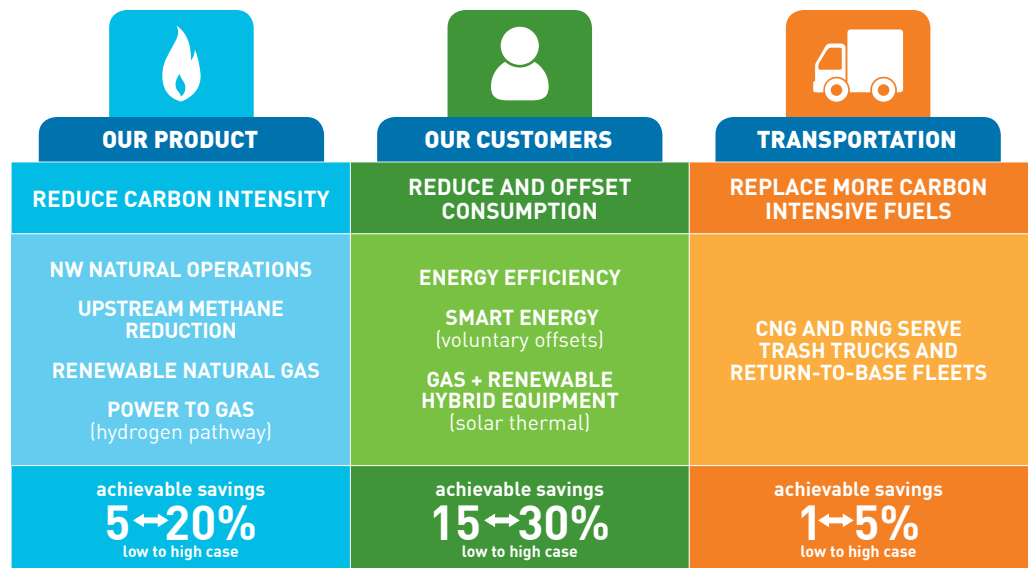


# OUR LOW-CARBON PATHWAY

CONSERVING, OFFSETTING, INNOVATING TO ADDRESS CLIMATE CHANGE.



NW Natural's pipeline system—one of the newest, tightest in the country—can help achieve our region's carbon reduction goals affordably. Using a bottom-up approach, NW Natural identified known technologies to develop an aggressive, but attainable, carbon savings goal. NW Natural customers' natural gas use represents 8% of Oregon's greenhouse gas emissions.\* Through voluntary action and collective engagement we can drive that number down further.



## CARBON SAVINGS GOAL: 30% BY 2035

Our goal addresses the full value chain of natural gas—from production at the wellhead to use at the burner tip in homes and businesses.



### WHY A SAVINGS GOAL?

Allows a societal look at carbon savings—adding up emission reductions from the production of natural gas to customer use to diesel displacement in heavy-duty vehicles.



### AFFORDABLE SAVINGS

We prioritize the lowest cost savings first, and will work to drive down the cost of newer, cutting-edge technologies through pilots, partnerships and R&D.

## WHAT WE'RE WORKING ON TODAY



### DECARBONIZING THE PRODUCT

Leverage National Resource Defense Council best practices to target production emissions and engage in partnerships to integrate renewable natural gas onto the system—starting locally with municipal waste water from treatment plants—and expanding over time to include other waste streams.



### DRIVING DOWN CUSTOMER USE

Partner with Energy Trust to help customers conserve and be more comfortable through energy efficiency. By 2035, we can save enough energy to heat 230,000 homes annually—about the same amount of homes Oregon expects to add over the next decade. Increase participation in our Smart Energy program, which allows customers to offset emissions by funding renewable energy projects.



### TRANSPORTATION OPPORTUNITIES

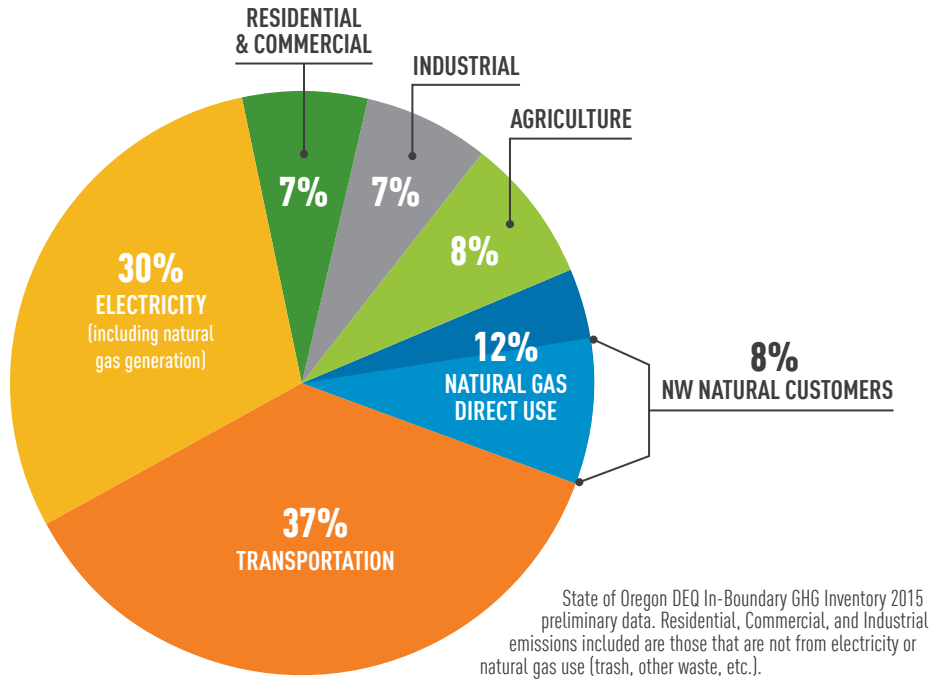
The transportation sector is the top contributor of carbon emissions in our region—and growing. Heavy-duty natural gas vehicles provide 20% carbon savings with compressed natural gas or 80% carbon savings with renewable natural gas—while emitting 90% fewer smog-forming air pollutants than the cleanest diesel.

\*Oregon DEQ In-Boundary GHG Inventory, 2015 Preliminary Data.



# DIRECT USE OF NATURAL GAS

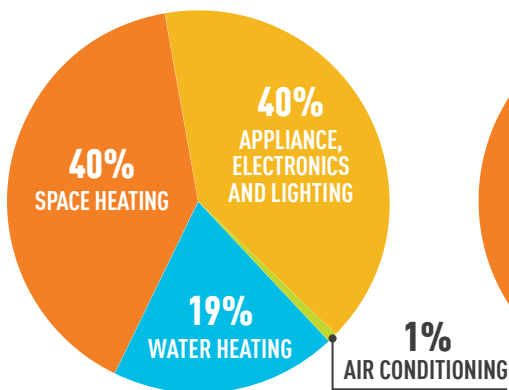
NW Natural's system plays a critical role serving our region's energy needs



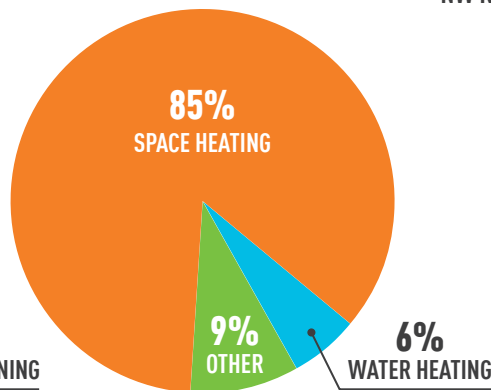
- The direct use of natural gas — in homes, businesses and industrial applications — makes up about 12% of Oregon's greenhouse gas emissions. NW Natural's customer and company use accounts for 8%.
- While that's a modest piece of Oregon's emissions pie, NW Natural can put our pipeline system to work in new ways to drive emissions down further. And we can do it with an existing modern system — making it more affordable for everyone.

## ENERGY SYSTEMS ARE BUILT TO SERVE PEAK NEEDS

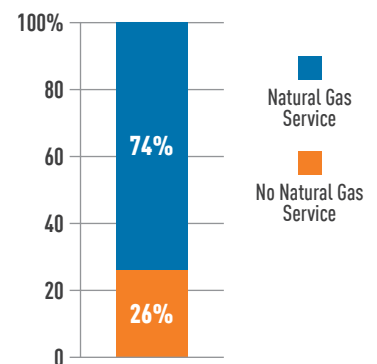
Average Annual Home Energy Use\*



Winter Peak Hour Home Energy Use\*\*



Share of Residential Square Footage in NW Natural Service Area with Natural Gas Service\*\*\*



### NW Natural's modern system is an efficient way to serve winter peak energy needs.

It takes a lot of energy to keep us warm during the cold, dark days of winter. And on those coldest winter mornings, natural gas provides 90% of our residential space-and-water-heat customers' energy needs.



\*USDOE 2009 Residential Energy Consumption Survey. \*\*kWh Home Usage, 9.0 HSPF Heat Pump; 7 am in Winter, 7° F. \*\*\*2014 Residential Sites Database; On/near NW Natural mains.



## **DCA Update to Council, November 2017**

### **• Organization**

- B&O—The B&O Main Street Tax Credit Program—new bill adopted and tax credit limit raised! Ann Rivers played a big part.
- Main Street Summer Leadership Meeting was in Camas in July. More than half had never been to Camas. Great feedback about our town!
- Caroline and Carrie represented Camas at the Reviving Rural Downtowns conference in Ritzville in September. Spoke on steps taken by Camas in the MS Program including how to encourage people to work together and also on uniquely Camas initiatives including our themed First Fridays
- We hosted a DCA Salud Wine Bar-Event Center-Wine Storage Tour to hear downtown updates from new restaurants, updates on DCA, and tour Salud
- We became a Nationally Accredited Main Street Program this year!

### **• Promotion & Events**

- Our website went mobile friendly so people can find info faster and easier
- We advertised in Sunset magazine and received over 500 direct requests for information about Downtown Camas from all around the country
- Plant Fair had 6000+ in attendance despite the rain!
- Car Show had record attendance—cars and visitors
- Vintage and Art Faire record attendance and vendor number
- Downtown merchants do VERY WELL during our downtown events.
- Promotional Art Request Project gave us a number of art pieces we can use to promote downtown, including student art—have made bags and cards
- First Fridays continue to draw people from Portland and new people. October First Friday biggest passport participation ever.
- A Wedding Affair to Remember 2-2-18!! Revealed Oct First Friday
- First ever Haunted Walking Tour a success! October 21
- Holiday Sip & Shop sold out!

### **• Design**

- Hidden Bronze Bird Tour launched! September First Friday
- Mini mural project
- Street emblems to be repainted in the spring
- Grant for the Clark Co Historical Promotion Grants Program submitted for historic interpretive panels in downtown.

### **• Economic Vitality**

- Community Survey
- New businesses and changes since last report: Ribbon Cuttings: Salon 904, Salud! Wine Bar, Camas Beauty Bar & Boutique (amazing renovation and building painted!), True Insurance, Heatherly Disability Representatives. Mill City Brew Werks expanded in June with new bar space and spirits. Feast expanded w/private dining space/overflow. New businesses coming: Grains of Wrath, Hidden River Roasters & Café, Lisa Le Professional Properties.
- Merchants finding success collaborating with other businesses
- 3on3 Basketball Tournament coming in August 2018!



## Dot Survey Results

At Camas Days, July 2017

The DCA survey asked:

**“What Would You Like to See Next in Downtown Camas?”**

People were given 3 colored and numbered dots to choose their Top 3 choices.

314 people surveyed. Questions were listed in alphabetical order on actual survey dot sheet.

### **Top 5 responses (weighted):**

1. Food Carts, weighted score **289**
2. More live music, weighted score **268**
3. Central Gathering Place, weighted score **257**
4. Ice Cream Shop with evening hours, weighted score **251**
5. Splash pad for kids, score **214**

### **Top 5 responses (non-weighted):**

1. Food Carts, score **296**
2. More live music, score **276**
3. Ice Cream Shop with evening hours, score **272**
4. Splash pad for kids, score **254**
5. Central Gathering Place, weighted score **248**

		Number of votes		Cumulative Score		Weighted scores		
	<b>1</b>	<b>2</b>	<b>3</b>		<b>1x3</b>	<b>2x2</b>	<b>3x1</b>	<b>Total</b>
Food Carts	50	48	43	296	150	96	43	<b>289</b>
Live music in downtown more often	50	38	42	276	150	76	42	<b>268</b>
Central Gathering Place with outdoor seating and expanded farmer's market area	45	34	54	248	135	68	54	<b>257</b>
Ice cream shop with indoor seating and open in the evenings	50	36	29	272	150	72	29	<b>251</b>
Splash pad for kids	42	43	27	254	126	86	27	<b>214</b>
Pizza place with arcade for families	26	37	28	178	78	74	28	<b>180</b>
Play area with climbing structures for young children	20	30	33	140	60	60	33	<b>153</b>
Dancing	20	20	35	120	60	40	35	<b>135</b>
More visible and diverse public art	11	24	18	92	33	48	18	<b>99</b>
# of people surveyed	314	310	309					



# Camas-Washougal Fire Department ESCI Study Recommendations Analysis December 4, 2017



## Purposes of ESCI Study

- Analysis of ambulance transport system
- Determine whether system was viable or whether other forms of operational deployment were feasible
- Provide recommendations for improvement of current ambulance transport operations

Recommendation #1 – Washougal submit replacement EMS levy at .50/1000

Status:

- Completed – Successfully approved by voters in November 2017

Recommendation #2 – Camas submit EMS levy renewal at .46/1000

Status:

- Approved for ballot by Camas Council in November
- Scheduled to go before voters in February 2018



## Recommendation #3 – Camas and Washougal continue ILA

### Status:

- Currently in progress of 10 year contract for service
- JPAC continues to meet as needed



Recommendation #4 – Prior the end of 2017, ECFR and Camas should discuss improvement to funding methods

Status:

- No formal discussions
- Paul Lewis study currently in progress will provide more insight

Recommendation #5 – Prior to 7/2018, Camas and Washougal to discuss changing cost sharing formula based on passage of new EMS levies

Status:

- Further discussions in 2018 pending Camas EMS levy renewal in February 2018

Recommendation #6 – Washougal should consider implementation of ambulance utility

Status:

- No longer necessary with successful EMS levy renewal

Recommendation #7 – If ECFR and Camas merge, ECFR should increase EMS levy to .50/1000

Status:

- No formal discussions – too early
- Dependent on conclusions of Paul Lewis study

## Recommendation #8 – City of Camas should consider outsourcing ambulance billing

### Status:

- Has been formally considered in the past
- Given the complex statutory requirements of ambulance billing, the department is not opposed to considering again
- No formal discussions have been held
- First step would be to invite vendors to provide quote/estimate on cost of service

## Recommendation #9 – Increase BLS and ALS transport fees

### Status:

- Council decision
- CWFD rates are lower than most comparables
- Department is supportive
- There is no way to correlate increased rates with increased revenue
- Write offs will likely increase

Recommendation #10 – Change Station 41 engine response when 2<sup>nd</sup> call comes in

Status:

- No formal discussions
- Requires extensive internal discussion

Recommendation #11 – Ensure 3 person staffing on all first out engines

Status:

- No formal discussions
- While department is supportive, ESCI estimates cost would exceed \$1 million dollars in increased staffing



## Recommendation #12 – Permanently fill vacant training captain position

### Status:

- No formal discussions
- Necessity uncertain with current staffing. If ECFR/Camas merge, doing so would be more supportable.
- ESCI estimates cost of \$100,000 (+1 FTE)

## Recommendation #13 – Add staffing to fire marshal's office

### Status:

- FMO deficiencies were primary cause of higher WSRB fire rating
- Department is supportive
- ESCI estimates cost of \$100,000 (+1 FTE)

Recommendation #14 – CWFD create formal capital plan for equipment like stretchers and defibrillators

Status:

- Department has informal plan
- There is definite need for a formal plan
- Further internal discussion needed

## Recommendation #15 – Look at updating RMS reporting system

### Status:

- Current platform is outdated
- Extracting data very difficult
- Department is very supportive, but moving to a new platform could cost in excess of \$100,000

## Recommendation #16 – CWFD should develop QA/QI program

### Status:

- This appears to be redundant and unnecessary recommendation
- CWFD already participates in countywide QA/QI program and Division Chief of EMS handles internal processes

## Recommendation #17 – Department should improve turnout times

### Status:

- Turnout time is time from receipt of call until unit marks “responding”
- ESCI states CWFD turnout times are high
- Department is supportive of improving times where necessary, but there is question as to veracity of data used
- Further internal discussion ongoing

# Camas-Washougal Fire Department & East County Fire & Rescue

---

Functional Consolidation Financial Review

Camas City Council Briefing

December 4, 2017





# Agenda

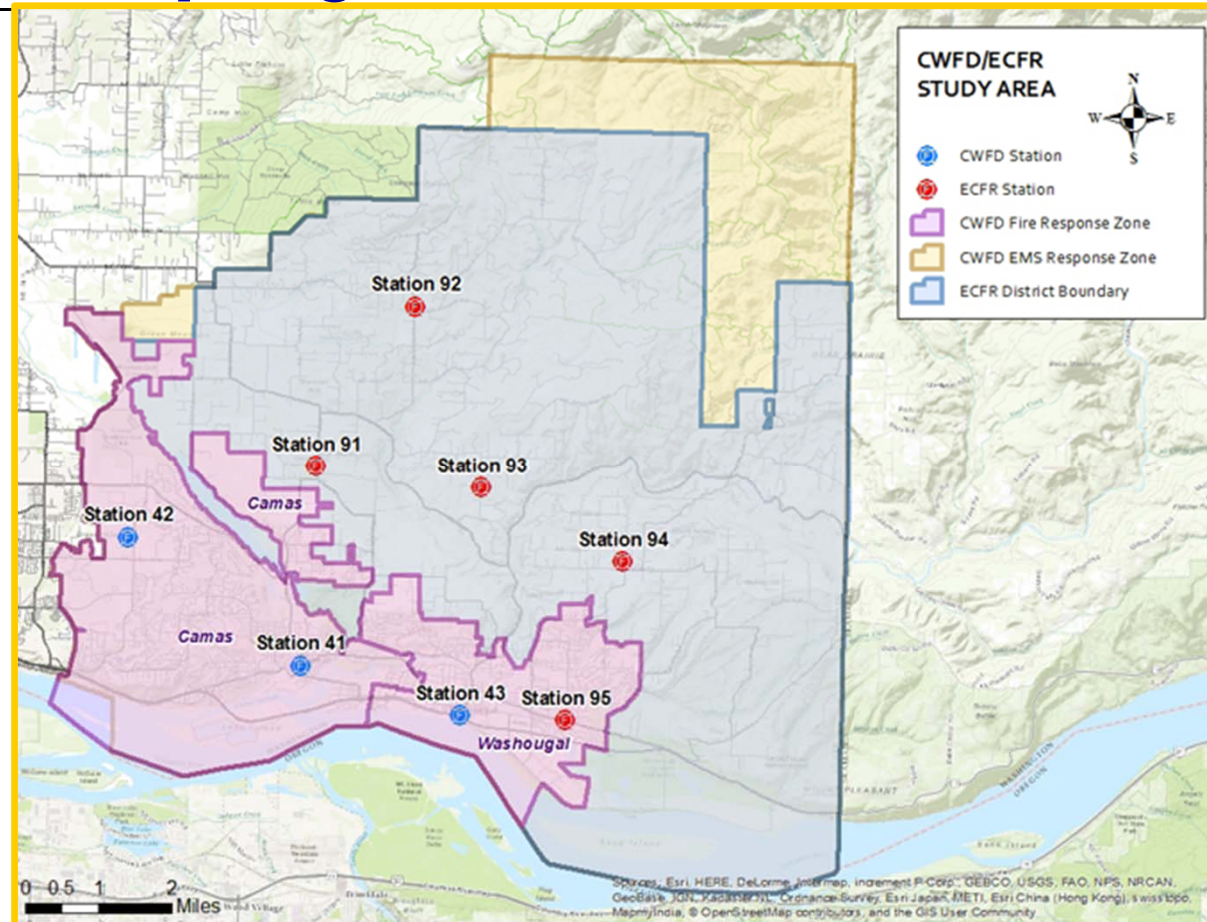
---

- Staffing and Deployment Scenarios
- Deployment Scenario Cost Estimates
- Potential Funding Sources
- Summary Observations



# Staffing and Deployment Scenarios

- Service area map and station locations



December 4, 2017



# Staffing and Deployment Scenarios

---

## Scenario 1: Engine 91 w/ALS Response Capability

- Station 91 minimum staffing to include one Firefighter/Paramedic and one full-time Firefighter (two staff total)
  - One Captain to be part of minimum staffing at Station 91
- Engine 91 to include ALS response equipment and supplies
- Station 94 to be staffed with part-time firefighters as current staffing allows plus volunteers



# Staffing and Deployment Scenarios

---

## Scenario 2: Medic Unit & Engine at Station 91

- Station 91 minimum staffing to include one Firefighter/ Paramedic and one full-time Firefighter (two staff total)
  - One Captain to be part of minimum staffing at Station 91
- Engine 91 to include ALS response equipment and supplies
- Medic Unit & Engine cross-staffed depending on call type
- The reserve medic unit currently housed at Station 43 to be moved to Station 91
- Station 94 to be staffed with part-time firefighters as current staffing allows plus volunteers



# Staffing and Deployment Scenarios

---

## Scenario 3: Medic Unit & Engine at Station 91

- Station 91 minimum staffing to include two full-time firefighters for Engine 91 and one Firefighter/Paramedic and one full-time Firefighter for a new medic unit (four staff total)
  - One Captain to be part of minimum staffing at Station 91
- The reserve medic unit currently housed at Station 43 to be moved to Station 91
- Station 94 to be staffed with part-time firefighters as current staffing allows plus volunteers



# Staffing and Deployment Scenarios

---

## Interim and Permanent Options Analyzed

- Interim period of 6-12 months proposed
- Assess how the consolidated management and deployment would work in practice
- Assess the impact of the deployment plan on responses from each of the CWFD and ECFR stations
- Explore/implement options for permanent funding and address impact on CWFD and Camas/ECFR EMS system funding
- Begin 1Q 2018

# Deployment Scenario Cost Estimates

## Current Staffing and Deployment

- Blended ratio of FTE to minimum staffing = 4.19
- CWFD ratio higher than ECFR due to lower hours worked per week & year

December 4, 2017

Current Staffing by Agency	Full Time Firefighter	Part Time Firefighter	Firefighter/ Paramedic	Captain	Total
<b><u>Full Time Equivalent Employees (FTE)</u></b>					
CWFD	14.00		21.00	9.00	44.00
ECFR	6.00	4.00	0.00	3.00	13.00
<b>Total FTE</b>	<b>20.00</b>	<b>4.00</b>	<b>21.00</b>	<b>12.00</b>	<b>57.00</b>
<b><u>Minimum Staffing</u></b>					
Station 41	2.00		1.00	1.00	4.00
Station 42			1.00	1.00	2.00
Station 43	2.00		1.00	1.00	4.00
Station 91	0.90	0.42		0.63	1.95
Station 94	0.78	0.65		0.21	1.64
<b>Total Minimum Staffing</b>	<b>5.68</b>	<b>1.07</b>	<b>3.00</b>	<b>3.84</b>	<b>13.59</b>
<b><u>FTE/Minimum Staffing Ratio</u></b>					
CWFD Staffing Ratio	3.50	NA	7.00	3.00	4.40
ECFR Staffing Ratio	3.57	3.74	NA	3.57	3.62
<b>Total Staffing Ratio</b>	<b>3.52</b>	<b>3.74</b>	<b>7.00</b>	<b>3.13</b>	<b>4.19</b>



# Deployment Scenario Cost Estimates

---

## Scenario Staffing Requirements

### ■ Scenario 1&2

- No new staffing required for either interim or permanent consolidation
- Potential for ~0.60 additional minimum staffing under interim consolidation
- Additional 0.20 FTE required for permanent consolidation

### ■ Scenario 3

- Six new full time staff required for interim consolidation
- Nine new full time staff required for permanent consolidation

# Deployment Scenario Cost Estimates

## Permanent Consolidation Wage Adjustments

- Nine ECFR uniformed staff at CWFD pay scale will cost ~\$147,000 more per year

2018 Salaries and Benefits Costs by Position (1)				ECFR FTE	Additional Cost
	ECFR	CWFD	Difference		
<b><u>Firefighter</u></b>					
Firefighter Top Step Wage	\$ 72,008	\$ 84,639	\$ 12,632		
Wage Related Benefits at 13.08%	\$ 9,419	\$ 10,858	\$ 1,439		
Medical Insurance Benefits	\$ 15,600	\$ 16,800	\$ 1,200		
<b>Total Firefighter Wage &amp; Benefits</b>	<b>\$ 97,026</b>	<b>\$ 112,297</b>	<b>\$ 15,271</b>	<b>6.0</b>	<b>\$ 91,625</b>
<b><u>Captain (Non-Paramedic)</u></b>					
Captain Top Step Wage	\$ 86,420	\$ 101,569	\$ 15,150		
Wage Related Benefits at 13.08%	\$ 11,304	\$ 13,285	\$ 1,982		
Medical Insurance Benefits	\$ 15,600	\$ 16,800	\$ 1,200		
<b>Total Captain Wage &amp; Benefits</b>	<b>\$ 113,324</b>	<b>\$ 131,655</b>	<b>\$ 18,331</b>	<b>3.0</b>	<b>\$ 54,994</b>
<b>Total Additional Personnel Cost:</b>					<b>\$ 146,619</b>
<i>Note 1) CWFD 2018 salaries are not available and are estimates; Medical insurance cost is approximate</i>					



# Deployment Scenario Cost Estimates

## Annual Operating and First Year Cost Estimate

Cost Category	Interim Consolidation			Permanent Consolidation		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
Full Time Personnel	\$ -	\$ -	\$ 655,000	\$ 147,000	\$ 147,000	\$ 1,137,000
Overtime	\$ -	\$ -	\$ -	\$ 31,600	\$ 31,600	\$ -
ALS Equipment & Supplies	\$ 6,000	\$ 6,000		\$ 6,000	\$ 6,000	\$ -
<b>Total Annual Operating</b>	<b>\$ 6,000</b>	<b>\$ 6,000</b>	<b>\$ 655,000</b>	<b>\$ 184,600</b>	<b>\$ 184,600</b>	<b>\$ 1,137,000</b>
One Time Personnel Costs	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ 112,500
One Time ALS Equipment	\$ 37,350	\$ 37,350		\$ 37,350	\$ 37,350	\$ -
<b>Total 1st Year Costs</b>	<b>\$ 43,350</b>	<b>\$ 43,350</b>	<b>\$ 730,000</b>	<b>\$ 221,950</b>	<b>\$ 221,950</b>	<b>\$ 1,249,500</b>
<b>New FTEs</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.0</b>

- Direct costs only; does not include support services/overhead
- Does not include Medic Unit replacement costs



# Potential Funding Sources

---

- ECFR New Revenue Options
  - Voter approved regular levy lid lift (50% approval)
  - Windfall revenue with EMS renewal at \$0.35 (50% approval)
  - Voter approved EMS levy increase to \$0.46 (60% approval)
  - Voter approved EMS levy increase to \$0.50 (60% approval)
- Camas New Revenue Options
  - Windfall revenue with EMS renewal at \$0.46 (50% approval)
  - Voter approved EMS levy increase to \$0.50 (60% approval)
- Staffing/Support Services Expense Reductions
  - Administrative support/Management staff
  - ECFR part-time firefighters (eliminate Station 94 paid staff)

# Potential Funding Sources

## Dedicated Property Taxes Available

- ECFR regular levy lid lift to \$1.50/\$1,000 AV and/or EMS levy to \$0.50/\$1,000 AV maximum
- Camas EMS levy renewal and/or increase to \$0.50/\$1,000 AV maximum

		Forecast			
		2018	2019	2020	2021
<b>ECFR</b>					EMS Renewal
Regular Levy Lid Lift to \$1.50	\$	338,000	\$ 416,000	\$ 449,000	\$ 482,000
EMS Levy Renewal at \$0.35	\$	108,000	\$ 126,000	\$ 135,000	\$ 143,000
EMS Levy Increase to \$0.46	\$	283,000	\$ 310,000	\$ 323,000	\$ 338,000
EMS Levy Increase to \$0.50	\$	346,000	\$ 377,000	\$ 392,000	\$ 408,000
<b>Maximum Available</b>	<b>\$</b>	<b>684,000</b>	<b>\$ 793,000</b>	<b>\$ 841,000</b>	<b>\$ 890,000</b>
<b>Camas</b>					EMS Renewal
EMS Levy Renewal at \$0.46	\$	478,000	\$ 566,000	\$ 612,000	\$ 659,000
EMS Levy Increase to \$0.50	\$	645,000	\$ 744,000	\$ 796,000	\$ 851,000

# Summary Observations

## Estimated Expenses and Potential Revenue

- ECFR EMS levy has capacity for Scenarios 1 & 2
- ECFR lid lift & EMS levy fall short of Scenario 3 costs
- ECFR and Camas funding is sufficient to fund Scenario 3

<b>Estimated Annual Expenses</b>	
Scenario 1: Add ALS Capability to Engine 91	\$ 184,600
Scenario 2: Cross-Staff Medic Unit/Engine at Station 91	\$ 184,600
Scenario 3: Staff Medic Unit & Engine at Station 91	\$ 1,137,000
<b>Estimated Annual Revenue</b>	
ECFR Regular Levy Lid Lift (2019 - 50% approval)	\$ 416,000
ECFR EMS Levy at \$0.35 (2021 - 50% approval)	\$ 143,000
ECFR EMS Levy to \$0.46 (2019 - 60% approval)	\$ 338,000
ECFR EMS Levy to \$0.50 (2021 - 60% approval)	\$ 408,000
Camas EMS Levy at \$0.46 (2019 - 50% approval)	\$ 566,000
Camas EMS Levy to \$0.50 (2019 - 60% approval)	\$ 744,000
Administrative/Management Staffing	~\$100,000 ea.
Part Time Firefighters	\$ 160,000



# Summary Observations

---

## Other Considerations

- ECFR EMS levy increase needed to pay fair share of existing ALS/ambulance service – per ESCI EMS system assessment
- Impact of consolidation expenses and revenues on Camas-Washougal agreement
- Impact of alternative deployment at ECFR Station 94 on current ECFR and CFWD services and ECFR voter support
  - Use metrics to track changes in services/response



# Discussion & Next Steps

---

## ■ Discussion/Questions

- Deployment options
- Expense estimates
- Revenue options

## ■ Next Steps

- Additional analysis if needed
- Briefings with ECFR Commissioners
- Initiate discussions regarding labor agreements and inter-local agreement
- Check back in early 2018 and update with CWFD JPAC

# Camas Urban Tree Program

---

STATUS REPORT AND DISCUSSION

DECEMBER 4, 2017

## Tonight's Agenda

- Initial Scope of Project
- Pop Quiz
- Summary of Progress
  - Tree Survey
  - iTree
- Proposed Changes
- Next Steps

"Someone's sitting in the shade today because someone planted a tree a long time ago." Warren Buffett

*"Camas appreciates and remains good stewards of the environment by preserving trees and natural areas." Citizens of Camas from Camas 2035*

"The humble street tree is an ecological powerhouse. Study after study has shown multiple benefits to people and society." From Funding Trees for Health



# Scope of Work

- Current Zoning Ordinance Diagnosis
- Review of Comprehensive Plan.
- Drafting the Document
- Outreach Materials

## Additional Work

- Update the engineering Design Standards Manual to replace tree list within “Plant Materials for Rights-of-Way” (ROW)

### SCHEDULE A. SCHEDULE AND SCOPE OF SERVICES

The estimated period for this project is outlined below. If CONTRACTOR OR OWNER requires additional time to complete OWNER-required tasks, the period will be adjusted accordingly.

Task	Date
Project Contract Startup	December 2016
Kick Off Meeting	TBD
Research, Outreach and Information Gathering	January 2017
Review and Feedback	June 2017
Final Deliverables (Ordinance/Program)	May 2018

### **Scope of Arborist Services and Deliverables**

1. Kick Off Meeting
2. Research and Information Gathering
  - a. Community Meeting
  - b. Outreach publication
  - c. Online Survey
3. Review and Feedback
4. Final Ordinance Document

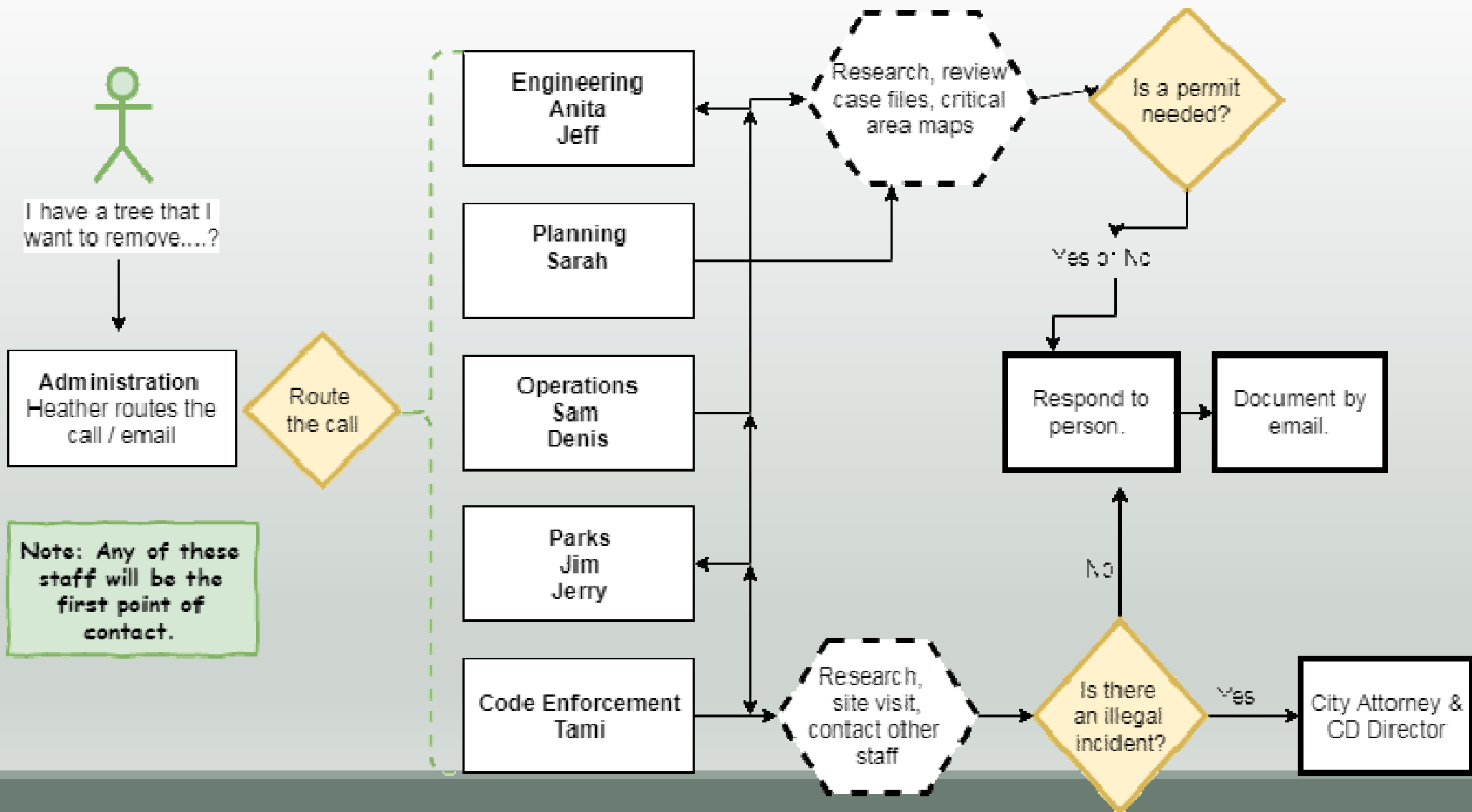
# Current regulations

---

A quick refresher...

- Vegetation Removal Permits (Chapter 16.51)
- View Easements (Plat Notes)
- New lots must have street tree (Chapter 17.19)
- Parking lots must have trees (Chapter 18.13)





# Pop Quiz

---

## A sample of voice messages

Hello, there is a large tree that straddles my property and city property...



✉ Email

How do I get permission to remove the plum tree on my street? It is messy and drops stuff on my car...

Hello, I live on a cul-de-sac next to a greenspace...



Hello, there is scary tree across the street...



# how do we respond?

---

1. Hello, there is a large tree that straddles my property and city property...

Approve?

- ☐ Yes or
- ☐ No?

2. Hello, I live on a cul-de-sac next to a greenspace...

Approve?

- ☐ Yes or
- ☐ No?

3. Hello, there is scary tree across the street...

Approve?

- ☐ Yes or
- ☐ No?

4. Hello, how do I get permission to remove the plum tree on my street? It is messy and drops stuff on my car...

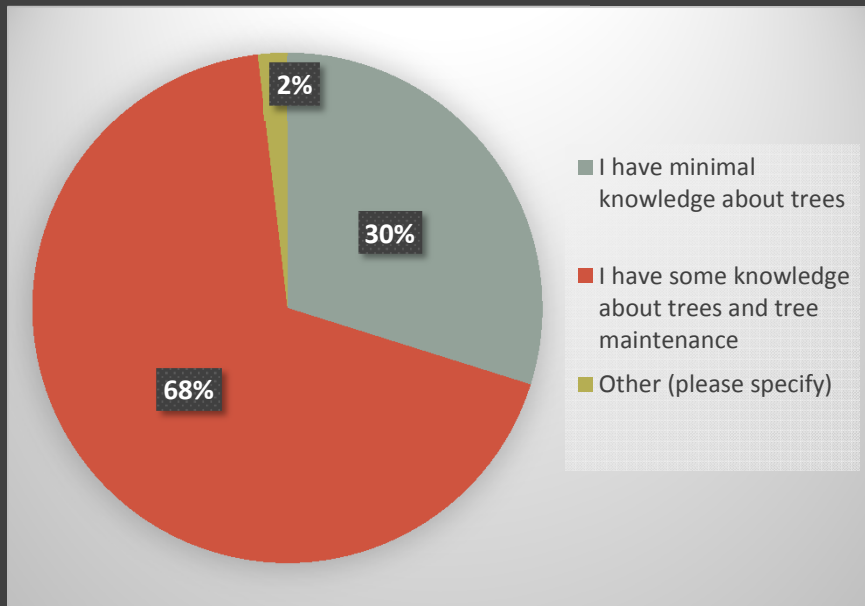
Approve?

- ☐ Yes or
- ☐ No?

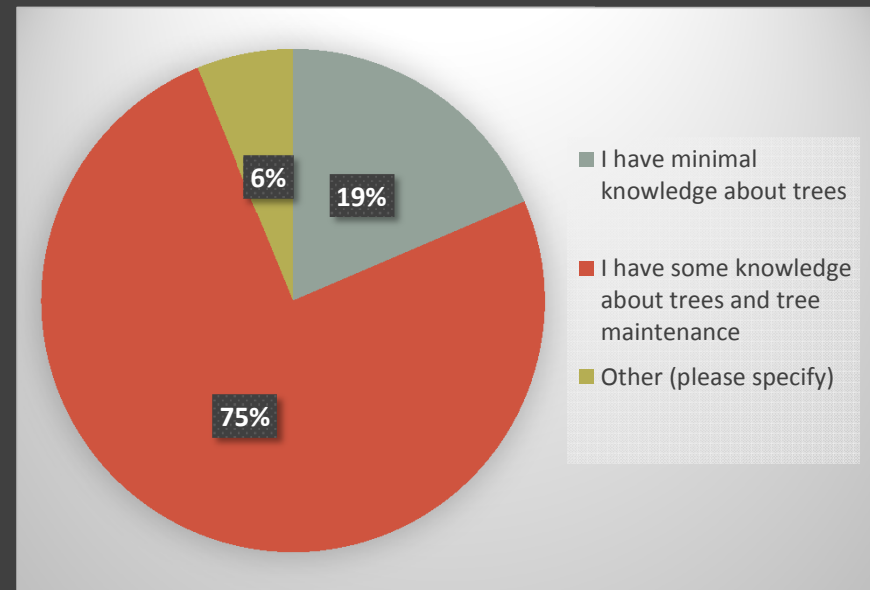
# Tree Survey

## *“What do you know about trees?”*

CAMAS ADULTS



SKYRIDGE MIDDLE SCHOOL STUDENTS

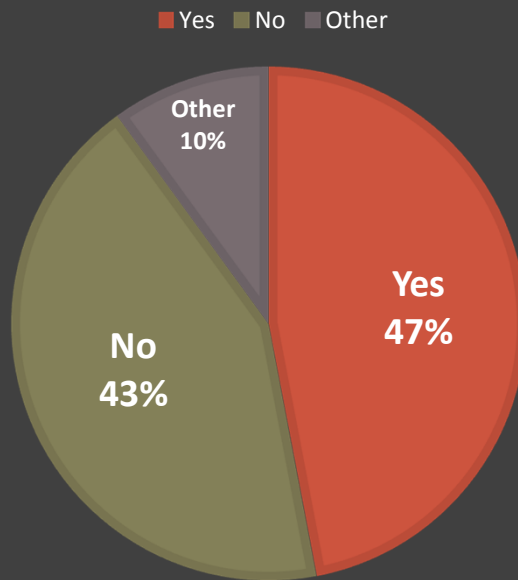


# Tree Survey

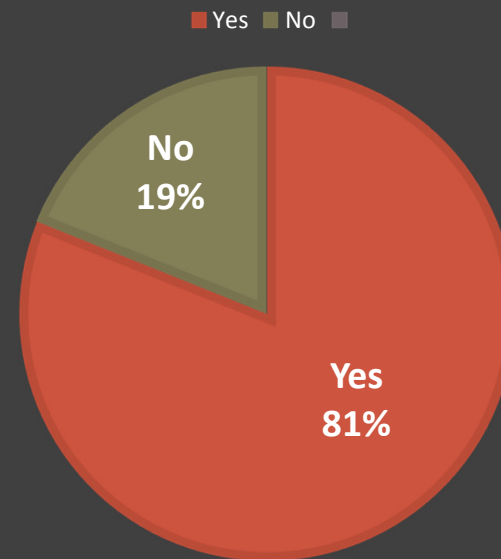
## “Should a tree permit be required to remove a tree?”

---

269 ADULTS



97 SKYRIDGE STUDENTS



# Current Camas Tree Canopy

## What is iTree?

Provides baseline data that you can use to demonstrate value and set priorities for more effective decision-making

iTree Results: Tree Canopy Coverage in Camas is 31.9%

Annual value to the city: \$1,645,887

Benefit	Value	Tons per Acre per Year
Carbon Monoxide removed annually	\$1,984	1.49 T
Nitrogen removed annually	\$4,608	10.39 T
Ozone removed annually	\$130,586	44.21 T
Particulate matter less than 2.5 microns removed annually	\$902,599	4.82 T
Sulfur Dioxide removed annually	\$476	3.64 T
Particulate matter greater than 2.5 microns and less than 10 microns removed annually	\$102,459	16.40 T
Carbon Dioxide sequestered annually in trees	\$503,175	13,915.51 T
<i>Carbon Dioxide stored in trees (This is not an annual rate)</i>	<i>\$14,997,763</i>	<i>414,768 T</i>



# Proposed Changes

---

CAMAS MUNICIPAL CODE

FEE SCHEDULE

CAMAS DESIGN STANDARD MANUAL

# Advice from the experts...

---

A well-crafted urban forestry ordinance should include discussion and support of these items:

X	Establishment of priorities for tree removal and replacement
	Conflict resolution
X	Cross-referencing to other local, state and federal policies
Yes, that's why we are here.	Inclusion of urban forestry policy in the community's Comprehensive Plan
	Tree recognition program (i.e. significant trees, Tree City USA)
	Incentives for tree retention and tree maintenance (tax credits, etc.)
X	References to best management practices (BMPs) rather than including technical detail in the ordinance itself

# Street Tree Removal Permit

---

Draft ordinance creates the requirement for a permit.

- Defines a street tree
- Allows options regarding fees
- Allows options for replanting
- Provides exemptions
- Provides a means to enforce

“A tree which has lost its head will never recover it again, and will survive only as a monument of the ignorance and folly of its Tormentor.”

***George William Curtis***

# Questions Regarding Permit

---

## WHAT WILL BE APPROVED?

Reasons:	Yes or No?
If the tree poses a hazard to people or property	
If the tree interferes with a view	
If the tree removal is mitigated by paying a fee	
If the tree conflicts with site development or remodeling	
If the tree drops messy leaves, fruit, or petals	
If the tree will be replaced with a better suited species	

## COULD IT BE DENIED?

If yes, then what is the recourse of the property owner?

Do we need a tree board for appeals?

# Questions Regarding Permit

---

## COSTS?

- ❑ Fee of \$20 or less for removal request
- ❑ Fee of \$250 or more for fee in-lieu to replant
- ❑ Fines for removing street trees without a permit, established by size of tree or by set rate?

## TREE FUND

Purpose needs to be established in ordinance for reasons such as:

- Increasing tree canopy
- Street tree planting projects – targeted in areas with low canopy coverage
- Maintenance of city trees
- Public education or assistance regarding tree care

# More urban tree program topics

---

PUBLIC TREES

PROTECTING TREES DURING DEVELOPMENT

# Public Trees –Unauthorized removal

---

## Park Trees

Changes proposed within Chapter 12.32

Changes proposed to fee schedule

## Critical Areas

Changes proposed within Chapter 16.51

Minor changes proposed with Vegetation Removal Permit (not included in draft)

Consultants did not recommend further changes with other chapters (e.g. steep slopes, wetlands, streams)

# Protecting trees with new development

---

Chapter 18.31 (Still to Come)





# Next Steps

---



## Next Steps:

- ❖ Revise draft as directed
- ❖ More research
- ❖ Additional Workshops
- ❖ Staff and Ad Hoc Committee Follow-ups
- ❖ Public Hearings
- ❖ Public Outreach



## STATUS OF THE (PROPOSED) URBAN TREE PROGRAM

To: Mayor Higgins  
City Council

From: Sarah Fox, Senior Planner

Date: November 15, 2017

Contributing City Staff: Anita Ashton; Bob Cunningham; Denis Ryan; Jeff Englund; Jerry Acheson; Jim Gant; Lauren Hollenbeck; Phil Bourquin; Randy Miller; Robert Maul and Tami Strunk.

Urban Tree Program Ad Hoc Committee: Bonnie Carter (City Council); Charles Ray (City of Vancouver Forester); Damon Webster (Mackay & Sposito); Hunter Decker (Clark County Parks); Lynn Johnston (Johnston Dairy); Patty Barnard (Citizen); Troy Hull (Planning Commissioner); and Cassi Marshall (Camas Parks Commission).

Consultants: Dorothy Abeyta, Ruth Williams, Tina McKeand, Ian Lefcourte, Ian Scott --- all of Davey Resource Group

---

"The humble street tree is an ecological powerhouse. Study after study has shown multiple benefits to people and society. Trees and other natural features in cities can help regulate water quality, quantity, and timing. They can help clean and cool the air, reducing harmful air pollutants and ambient air temperatures. They lend beauty to our streets, enhance citizens' lives, and significantly increase property values. This whole list of benefits, and more, comes from trees and parks in cities and towns." Quoted from Funding Trees for Health, authored by Rob McDonald, Lida Aljabar, Craig Aubuchon, Howard G. Birnbaum, Chris Chandler, Bill Toomey, Jad Daley, Warren Jimenez, Erich Trieschman, Joel Paque, Matt Zeiper.

### BACKGROUND OF URBAN TREE PROGRAM

The goals and policies of Camas 2035 are intended to guide our future efforts to close the gaps between where we are as a community today and where we would like to be in the next twenty years.

In brief, current development standards **require an investment in street trees**. However, there are no standards in place to protect that investment. The city does not have a street

tree removal permit, nor does the city require replanting of street trees. The city also does not have a program to compensate for the loss of tree canopy cover, nor a program to educate the public on tree management.

The Camas 2035 Comprehensive Plan was adopted in June 2016. It describes specific goals and policies related to urban forest canopy, parks, and community education. Several of the goals and policies are not currently supported by regulations in Camas' existing municipal code.

For these reasons, the city applied and was awarded a grant from the Department of Natural Resources to develop an Urban Tree Program (Agreement #IAA 16-338). The grant period runs until May 31, 2018, and is a 50% cost share with the City.

An initial work plan for the Urban Tree Program included the following work: current zoning diagnosis; review of the Camas 2035 comprehensive plan to ensure the proposed codes will be consistent; drafting a tree ordinance, including graphics; updating the Design Standards Manual (or creating a Tree Manual); and creating outreach materials. The outreach materials will increase the public's knowledge of tree care and the new ordinance.

In support of this project, the city contracted with Davey Resource Group. Along with reviewing current codes and the vision within Camas 2035, Davey Resource Group and Staff interviewed key urban forest stakeholders on March 23, 2017. The feedback from these interviews was used to develop a community survey to understand public awareness and opinions about trees in Camas. Over 250 community members provided feedback through an online survey that was available March 30 through May 12, 2017. The online survey collected qualitative information about public perception of tree protection, tree species preferences, and about the concept of street tree removal permitting.

Davey Resource Group reviewed relevant municipal code, the comprehensive plan, survey results, and stakeholder input to provide code revision recommendations. Staff brought those revisions to the Urban Tree Program Ad Hoc Committee to discuss and receive feedback. We also held several meetings with city staff to further refine and discuss the proposed changes.

The following report includes recommendations for changes to Camas Municipal Codes (CMC) to align with the vision of the community as adopted within Camas 2035.

## COMMUNITY VISION

The Camas 2035 Comprehensive Plan (2016) provided guidance for trees, landscaping, and development. Specific tree related goals and policies include:

**GOAL LU-4: DEVELOP AN INTERCONNECTED NETWORK OF PARKS, TRAILS, AND OPEN SPACE TO SUPPORT WILDLIFE CORRIDORS AND NATURAL RESOURCES AND ENHANCE THE QUALITY OF LIFE FOR CAMAS RESIDENTS AND VISITORS.**

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

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

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

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

---

**GOAL NE 4: TO PROTECT CAMAS' NATIVE LANDSCAPE AND MATURE TREE COVER.**

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

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

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

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

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

The recommendations in this report are intended to align city code with the community vision of the Camas 2035 Comprehensive Plan.

## SUMMARY OF RECOMMENDED CODE REVISIONS

After a review of all the relevant current codes and policies, the recommended code revisions will accomplish the following:

1. Make progress toward achieving the goals of the comprehensive plan, in particular, *"To protect Camas' native landscape and mature tree cover."* Goal NE 4
2. Provide definitions for key terms, and align language with current best practices in arboriculture.
3. Create alignment from one code chapter to another.
4. Provide for consistent penalties for illegal removal of park trees.
5. Define a street tree.
6. Define the process of street tree removal and replacement
7. *Clarify process for protection of tree canopy with new developments<sup>1</sup>*

Notes regarding code amendments:

- Camas Municipal Code is abbreviated as "CMC"
- Recommended additions are shown in **bold underlined text**.
- Recommended deletions are shown ~~struck through~~.

## STREET TREE REMOVAL

Camas Comprehensive Plan Policy NE-4.3 encourages the city to: *"Analyze the tree canopy citywide and create a plan to encourage retention of significant tree cover."* While the code already protects trees in critical and natural areas, street trees are a significant public resource that is not protected or required to be preserved or replaced in the event of removal.

In Camas, street tree pruning and removal is at the discretion of the adjacent property owner. This means that when street trees are removed, the city has no enforcement power to require replacement. Over the years, the Planning Department and other departments have received an increasing number of inquiries about street tree removal permitting, as it is a common requirement in other communities, as a mechanism to monitor and require replacement for removed street trees.

---

<sup>1</sup> Staff is still working through a proposal for tree protection with new developments. These provisions are generally within CMC Chapter 18.31 Sensitive Areas and Open Space, and will be the topic of a future workshop.

Recommended changes to code would primarily be within Chapter 12.04 at Sidewalk Maintenance. The chapter would be re-titled as "Sidewalk and Street Tree Maintenance". The following is a recommendation of changes to this chapter in order to accomplish the following:

1. DEFINE A STREET TREE
2. REQUIRE A PERMIT FOR THE REMOVAL OF A STREET TREE

#### **12.04.010 – Definitions**

For the purposes of this chapter:

- A. All property having a frontage ~~upon the sides or margin on the edge of the right-of-way~~ of any street shall be deemed to be "abutting property" and such property shall be chargeable as provided for by this chapter for all costs or maintenance, repairs or renewal of any form of sidewalk improvement between the ~~street margin and the roadway right-of-way~~ lying in front of and adjacent to the property; and
- B. "Sidewalk" shall be taken to include any ~~and all structures or forms of~~ street improvement included in the space between the ~~street margin~~ property line and the improved roadway.
- C. A "street tree" is any tree located in the planter strip of the right of way. The planter strip is typically located between the curb and the sidewalk, unless designated in another location as noted on the face of a plat, or other approved development plan.

**Commented [SF1]:** Use of the term "street margin" is unclear and this is a suggestion to improve clarity.

**Commented [SF2]:** This is a new definition.

#### **12.04.025 – Street Tree Permit Required for Removal**

- A. Persons seeking to remove street trees from the right of way, shall first obtain a permit from the city.
  1. An application for such permit may be required to include the following information relating to the proposed removal of the tree: location; species and size; proposed schedule of removal; and photos of tree.
  2. The city may collect a fee for tree permits and the amount will be set forth in the city's fee schedule.
  3. Tree topping is prohibited and is considered to be a form of removal. Topping is the cutting of tree branches to stubs or to lateral branches that are not large enough to assume the terminal role, and contribute to a future hazardous condition or death of the tree.
  4. Tree replacement may be a condition of tree removal permitting. If required, the tree must be replaced by the adjacent property owner or their agent within one year of removal. The replacement tree may be in an alternative location than in the planter strip of the right-of-way as long the alternative location is approved by the city.
- B. Street Tree Permit Exemptions.
  1. When pruning or removal is performed by municipal crews and is necessary to maintain clearance for public rights of way.
  2. Hazardous trees determined to pose an imminent threat or danger to public health or safety, or to public or private property, may be removed prior to receiving written permit approval from the city; provided, that city staff or an

arborist documents the hazard with photos. The landowner must submit proof of hazard to the city within fourteen days, along with a street tree removal permit application.

**C. Enforcement and penalties.**

1. A person who fails to comply with the requirements of the tree permit, who removes a street tree without obtaining a permit, or fails to comply with a stop work order issued under this section shall also be subject to a civil penalty as set forth in the city's fee schedule.
2. Each day that a violation of the requirements of this chapter continues shall constitute a separate violation. In addition, each unlawfully destroyed tree shall constitute a separate violation. Any person who aids or abets in the violation shall be considered to have committed a violation for purposes of the civil penalty.

#### FINES FOR REMOVAL OF PUBLIC TREES IN PARKS

The following amendments are an effort to provide consistency with the fines and penalties when trees are removed without permission from the city's open spaces and parks.

#### CHAPTER 12.32 - PARK RULES AND REGULATIONS

##### **12.32.005 - Definition—Park.**

For the purposes of this chapter, "park" shall include all recreational properties and facilities within the City of Camas including, but not limited to, parks, trail systems, conservancy zones, recreation centers, outdoor pools, sports parks and recreational fields.

**Commented [SF3]:** This is an existing definition.

**Formatted:** Font: Segoe UI, Bold

**Formatted:** Font: Segoe UI, Bold

##### **12.32.030 - Destruction of Plant Life and Natural Surroundings**

No person shall in any city park without prior written authorization from the city:

**Formatted:** Font: Segoe UI, Bold

A. Cut, break, injure, destroy, take or remove any tree, shrub, timber, plant or natural object in any park.

B. Remove any earth, boulders, gravel or sand, without written permission of the public works department.

##### **12.32.220 - Penalty**

**Formatted:** Font: Segoe UI, Bold

A. It is a misdemeanor punishable by a fine as described in the city fee schedule ~~one thousand dollars~~ and/or ninety days incarceration in the county jail to commit any act made unlawful under Camas Municipal Code Sections 12.32.020, 12.32.030, 12.32.130, 12.32.140, 12.32.145A, 12.32.145B, and 12.32.150.

**Formatted:** Font: (Default) Segoe UI

**Formatted:** Font: (Default) Segoe UI

## FINES FOR REMOVAL OF PUBLIC TREES IN OPEN SPACES THAT ARE WITHIN CRITICAL AREAS (E.G. HAZARDOUS SLOPES OR WETLANDS)

The following amendments are an effort to provide consistency with the fines and penalties when trees are removed without permission from the city's open spaces that also have steep, hazardous slopes or other critical areas as defined within CMC Title 16 Environment.

### CHAPTER 16.51 GENERAL PROVISIONS FOR CRITICAL AREAS

#### **16.51.200 - Unauthorized critical area alterations and enforcement.**

##### C. Minimum Performance Standards for Restoration.

1. For alterations to critical aquifer recharge areas and frequently flooded areas, the following minimum performance standards shall be met for the restoration of a critical area, provided that if the violator can demonstrate that greater functional and habitat values can be obtained, these standards may be modified:

- a. The historic structural and functional values shall be restored, including water quality and habitat functions;
- b. The historic soil types and configuration shall be replicated;
- c. The critical area and management zones shall be replanted with native vegetation that replicates the vegetation historically found on the site in species types, sizes, and densities; and
- d. The historic functions and values should be replicated at the location of the alteration.

e. Annual monitoring reports shall be sent to the planning division regarding the success of the required mitigation for a period of five years following the installation of the mitigation. Corrective measures shall be taken if monitoring indicates that the performance standards are not being met.

2. For alterations to frequently flooded and geological hazardous areas, the following minimum performance standards shall be met for the restoration of a critical area, provided that, if the violator can demonstrate that greater safety can be obtained, these standards may be modified:

- a. The hazard shall be reduced to a level equal to, or less than, the predevelopment hazard;
- b. Any risk of personal injury resulting from the alteration shall be eliminated or minimized; and
- c. The hazard area and management zones shall be replanted with native vegetation sufficient to minimize the hazard.



d. Annual monitoring reports regarding the success of the required mitigation for a period of five years following the installation of the mitigation shall be sent to the planning division. Corrective measures shall be taken if monitoring indicates that the performance standards are not being met.

3. For unauthorized tree removal within any critical area and associated buffer area, the violator will be subject to a fine established in the city's fee schedule and must plant new trees at a ratio of two replacement trees for each tree felled within one year in accordance with an approved plan.

D. Enforcement. Violations and compliance issues under these provisions are subject to enforcement under CMC Chapter 18.55.

## TREE PERMIT

Summary: To create a street tree removal permit that is easy to administer and equally easy for the public to be in compliance with the new rules. Goal would be to ensure that trees are replaced if they are removed.

- Permit application would be available online and would not require a professional arborist to fill out the form. Staff could assist anyone that is technologically-challenged with the permit application.
- Content. The permit would track location, size of tree, species (to their best knowledge), reason for removal, and species of replacement tree
- Approval of permits would include the following criteria:
  - Hazardous or dead
  - Conflicts with a new development or structure on the property
  - Invasive tree species
  - Damaging sidewalk, utilities, or other infrastructure
- Exemptions. The ad hoc committee discussed whether exemptions to replanting would be appropriate if the property owner is low-income.

## PROPOSED AMENDMENTS TO FEE SCHEDULE

Summary: There are a few additions proposed for the city's fee schedule. The amendments would also include the creation of a tree fund for these fees to be used for tree canopy projects in the city's parks and open spaces or along rights-of-way.

- To create a fee for tree removal permits.
- To create a fee for in-lieu of tree planting
- To create a standard fine based on the size of the tree that was illegally removed. There should be a distinction between violations of street tree permits and trees removed from public lands.

---

## NO FEE FOR A TREE REMOVAL PERMIT OR VERY LOW COST

Initial discussions with the ad hoc committee and staff is that the street tree removal permit would be free to the property owner or very low (e.g. \$20). The property owner would need to replant a tree for each tree removed.

---

## FEE IN-LIEU OF REPLANTING

Provide an opportunity for those property owners to pay a fee to a city tree fund if they do not want to replant a tree after being approved for removal. The fund could be used for tree maintenance and mitigation projects on public lands.

---

## FINES FOR VIOLATIONS OF TREE PERMIT OR REMOVAL FROM PUBLIC LANDS

The purpose of this amendment is to remove references for fines within the code, and provide the amount within the city's fee schedule. The fine would be based on the size of the tree that was illegally removed, not a single amount as it is currently. There should be a distinction between violations of street tree permits and trees removed from public lands.

When establishing the amount for a fine, there should be consideration regarding the true costs. Small trees can be replaced in this region for approximately \$500 including tree and material costs, and establishment. Larger trees will take time to grow to replace the canopy lost. The collected fines and fees could also be earmarked for planting and care of public trees.

There is no set industry standard for fines for illegal tree removal and fees vary greatly by city. The following examples are provided to demonstrate the range of penalties in Washington.

### **Hunts Point, WA**

\$1,000 per violation + \$1,000 per inch not to exceed \$25,000

### **Issaquah, WA**

\$480 per tree removed

### **Vancouver, WA**

\$1,000 per large tree plus restoration costs

### **Olympia, WA**

Not to exceed \$1,000 plus \$50 first offence, \$125 second offence, \$250 third offence

### **Centralia, WA**

Not to exceed \$1,000

### **Bainbridge Island, WA**

\$500 or 6 months in jail, or both

# CURRENT FEDERAL FUNCTIONAL CLASSIFICATIONS + Proposed Rev.

N



## FEDERAL FUNCTIONAL CLASSIFICATION CATEGORIES:



PRINCIPAL ARTERIAL



MINOR ARTERIAL



MAJOR COLLECTOR



MINOR COLLECTOR

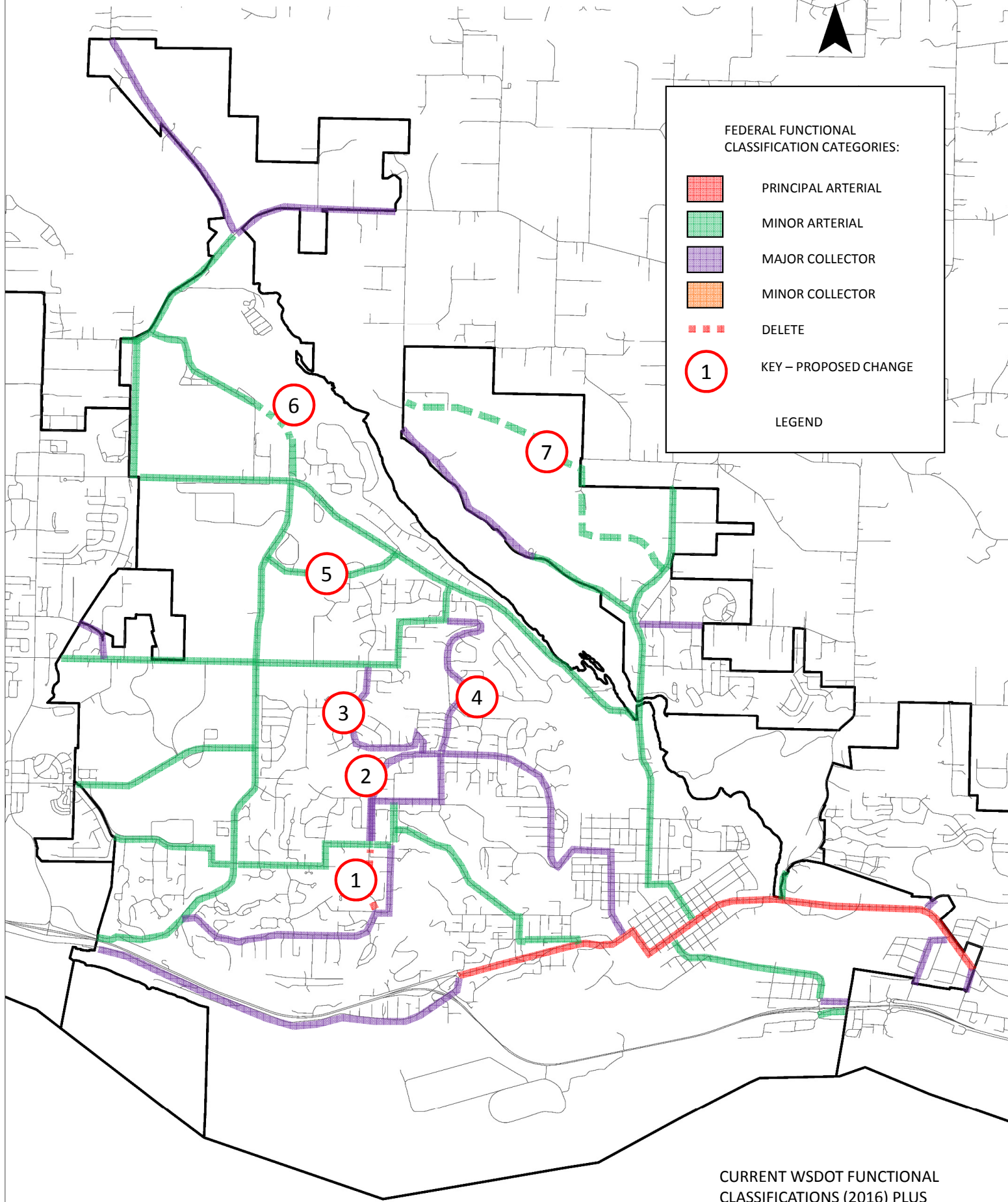


DELETE



KEY – PROPOSED CHANGE

LEGEND



CURRENT WSDOT FUNCTIONAL CLASSIFICATIONS (2016) PLUS PROPOSED REVISIONS

RECLASSIFICATION STUDY – STATUS AS OF 10/31/2017

0 0.125 0.25 0.5 0.75 1 Miles

170221-422 JE

November 14, 2017

Current Federal Functional Classifications plus Proposed Revisions

Proposed Changes Key List

- Link 1: NW Cascade St. Extension from NW 11<sup>th</sup> Ave to NW 18<sup>th</sup> Ave.  
Change: Delete Link  
Reason: Council voted to remove this connection from the capital facilities plan based on critical areas.
- Link 2: NW Cascade St. / NW 28<sup>th</sup> Ave. from NW 23<sup>rd</sup> Ave to NW Sierra St.  
Change: From unclassified to Major Collector  
Reason: Traffic volume and street connectivity justify the classification change.
- Link 3: NW Utah St / NW Valley St. / NW 29<sup>th</sup> Ave / NW Dahlia Dr. from NW 28<sup>th</sup> Ave to NW 38<sup>th</sup> Ave.  
Change: From unclassified to Major Collector  
Reason: Traffic volume and street connectivity justify the classification change.
- Link 4: NW Sierra Dr. / NW 43<sup>rd</sup> Ave from NW 28<sup>th</sup> Ave to NW Sierra St.  
Change: From unclassified to Major Collector  
Reason: Traffic volume and street connectivity justify the classification change.
- Link 5: NW Leadbetter Dr. from NW Lake Rd. to NW Parker St.  
Change: From Proposed Minor Arterial to Minor Arterial  
Reason: Construction of the proposed link is complete.
- Link 6: NW Larkspur / NW Camas Meadows Dr. from NW Lake Rd to NE Goodwin Rd.  
Change: From Proposed Minor Arterial to Minor Arterial  
Reason: Construction of the proposed link is imminent.
- Link 7: North Shore Arterial from NE Everett (SR 500) to NE 232<sup>nd</sup> Ave.  
Change: New Proposed Minor Arterial  
Reason: Development in North Camas is driving the need for an arterial connection.

# Current Federal Functional Classifications - 2017



- Functional Class
- Interstate
  - Other Fwy Expwy
  - Other Principal Arterial
  - Minor Arterial
  - Major Collector
  - Minor Collector
  - - - Proposed Other Fwy Expwy
  - - - Proposed Other Principal Arterial
  - - - Proposed Minor Arterial
  - - - Proposed Major Collector
  - - - Proposed Minor Collector
- Other
- - - City Limit
  - - - Urban Area
- H210** Functional Class Route Identifier (FCID)



## **City of Camas**

### **2018 Legislative Agenda**

1. **Passing the entire 2017 Capital Budget, including the separate Bond Bill**
2. **Maintain funding for the Municipal Research and Services Center (MRSC).**
3. **Provide adequate funding for statewide training for law enforcement personnel.**
4. **Local Government Funding** - Preserve existing local revenue authorities. Extend the current Lodging Tax authority.
5. **LEOFF Disability Board** - Increase the threshold that requires cities with a population of 20,000 or more to create their own LEOFF Disability Board or allow cities to enter into an interlocal agreements with another agency to administer payments and benefits. (RCW 41.26)
6. **Firefighters' Relief and Pensions** – Include language in RCW 41.16 and 41.18 to allow surplus funds to transfer to the General Fund, similar to Police Relief and Pension, RCW 41.20.140.
7. **Transportation Funding** – \$35 million for the SR-14 West Slough Bridge Project.
8. **State Loan Terms Clarification** – Include language in either RCW 70.119A.170 or 43.155 to address in the event of loan default, the state loan would remain junior to any Senior Lien Obligation that the municipality is carrying for the life of those senior obligations. In this case, the state loan would remain junior to any general obligation bonds or revenue bonds the City may hold.