
North Shore Sewer Transmission System (NS-STS) City of Camas, Washington

Request for
Conditional Use Permit
Design Review
Site Plan Review

Prepared for
City of Camas

Prepared by
Otak, Inc.



HanmiGlobal Partner

November 18, 2016
Resubmitted December 30, 2016
Otak Project No. 17628A

REQUESTS

Conditional Use Permit, Design Review, and Site Plan Review approval is requested for the Camas North Shore Sewer Transmission System project (NS-STS) Leadbetter Road Pump Station.

Design Review and Site Plan Review approval is requested for the NE 232nd Avenue Pump Station and the new Pedestrian Bridge.

The project affects various properties along the north shore of Lacamas Lake, and includes the construction of a system that includes upgrades to one pump station, construction of two new pump stations, force mains, gravity sewer pipelines, and associated infrastructure to convey wastewater to the City's existing gravity sewer system in the Hilltop neighborhood south of Lacamas Lake. The project also includes the installation of a pedestrian bridge over the Lacamas/Round Lake channel, construction of a 12-inch waterline to support a new school planned by the Camas School district and to support further development within the North Shore Area.

SITE INFORMATION

**SUBJECT
PROPERTY:** 232nd Avenue Pump Station: 618 NE 232nd Avenue (Parcel 175929000)

Leadbetter Road Pump Station: No situs (Parcel 177906000)

Pedestrian Bridge: 308 NE 35th Avenue (Parcel 124242000) and Parcel 124289000

**ZONING
DESIGNATIONS:** 232nd Avenue Pump Station: Clark County Public Facilities Zone PF; Urban Reserve – 20 Overlay (UR-20)

Leadbetter Road Pump Station: City of Camas Residential Zone R-7.5; Airport Overlay Zone C

Pedestrian Bridge: City of Camas Open Space Zone OS

APPLICANT/PROPERTY OWNER

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Note: All plan sheets are also separately bound in a larger format within the development application submittal.

I. REQUESTS

Conditional Use Permit, Design Review, and Site Plan Review approval is requested for the facilities listed below that are part of the larger Camas North Shore Sewer Transmission System project (NS-STTS). The project affects various properties along the north shore of Lacamas Lake, and includes the construction of a system that includes upgrades to one pump station, construction of two new pump stations, force mains, gravity sewer pipelines, and associated infrastructure to convey wastewater to the City's existing gravity sewer system in the Hilltop neighborhood south of Lacamas Lake. The project also includes the installation of a pedestrian bridge over the Lacamas/Round Lake channel, construction of a 12-inch waterline to support a new school planned by the Camas School district and to support further development within the North Shore Area.

Conditional Use Permit review is required for the Leadbetter Road Pump Station due to its location within a residential zone. "Pump station" uses are conditionally permitted in the residential zones.

Design Review is required for the NE 232nd Avenue Pump Station, which is located in Clark County's Public Facilities Zone PF; the Leadbetter Road Pump Station, which is located in the City of Camas' Residential Zone R-7.5; and the pedestrian bridge, which is located within Clark County's Open Space Zone OS and within the Gateway Corridor Overlay Zone GC.

Site Plan Review is required for two pump stations and the pedestrian bridge because they are new nonresidential structures.

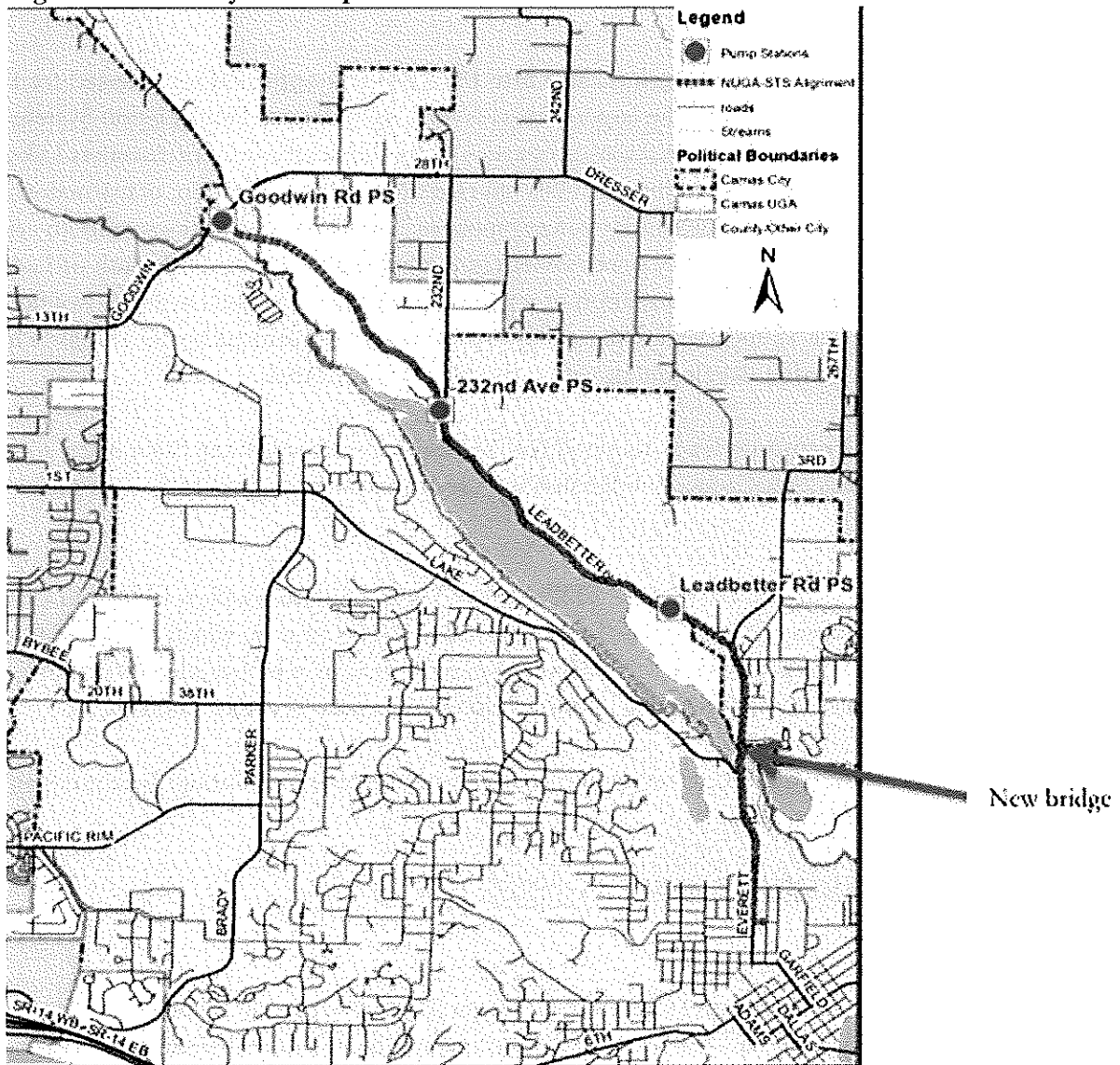
II. PROJECT DESCRIPTION

A. Overview

The Camas North Shore-Sewer Transmission System (NS-NTS) project involves the construction of a system that includes upgrades to one pump station, construction of two new pump stations, force mains, gravity sewer pipelines, and associated infrastructure to convey wastewater to the City's existing gravity sewer system in the Hilltop neighborhood south of Lacamas Lake. The project also includes the installation of a pedestrian bridge over the Lacamas/Round Lake channel, construction of a 12-inch waterline to support a new school planned by the Camas School district and to support further development within the North Shore Area. See Figure 1 for a system map.

The NE 232nd Avenue pump station contains a canopy structure of 200 square feet in area, and the Leadbetter Road pump station includes a canopy structure of 250 square feet in area. The NE 232nd Avenue pump station includes 5,993 square feet of impervious surface, and the Leadbetter Road pump station includes 4,939 square feet of impervious surface. The pedestrian bridge site includes 1,500 square feet of impervious area.

Figure 1. NS-STS System Map



Source: North Urban Growth Area Transmission System Draft Preliminary Design Report, April 2016, prepared by Otak, Inc.

B. Pump Stations

Two new pump stations are proposed (NE 232nd Avenue and Leadbetter Road Pump Stations). Anticipated site improvements for each station include:

- Asphalt paving in areas subject to vehicular traffic
- Gravel surfacing for areas between concrete pads and between concrete pads and the site fence
- Landscape screening
- Site fencing and gates
- Bollards to protect above grade equipment such as pig launchers and tanks from vehicles
- A roof canopy over the electrical control pad to provide protection from the elements

- Site lighting. Site lights will be on aluminum poles and LED type fixtures. Lighting shall be a minimum 30 foot-candles (FC) in front of electrical equipment and near process equipment and 0.1 to 1 FC for site lighting. Lighting under the electrical canopies will be LED.
- Odor control facilities to minimize off-site impacts
- Emergency Generators

Details of the individual pump stations are provided below.

NE 232nd Avenue Pump Station

This station will be located on Clark County property within the limits of Camp Currie, on the west side of NE 232nd Avenue (addressed as 618 NE 232nd Avenue, parcel 175929000) just north of Leadbetter Road. The City has received a license agreement from Clark County to install the pump station on this property. The site is located within the Clark County Public Facilities Zone PF. The station site is 3,314 square feet and will be heavily screened with vegetation and enclosed by a 6-foot wood fence to preserve the rural camp environment aesthetic. The pump station is located on a site designated as “open space and park” and is subject to additional setback and screening requirements. See Sheets P2 through P4 for details.

Leadbetter Road Pump Station

This station will be located on the north side of Leadbetter Road approximately 1,500 feet west of NE Everett Street (parcel 177906000). This is on property currently owned by CJ Dens and located in the R-7.5 zone and the Airport Overlay – Zone C. A parcel containing the pump station and a stormwater facility will be created and dedicated to the City in the future. The station site is 5,605 square feet in area. The pump station is located in a residential zone and requires a Conditional Use permit. See Sheets P5 through P7 for details.

The pump station will be accessed from new roadways proposed for the CJ Dens development, and the pump station shares a site with the developer’s stormwater facility. The entrance to the pump station will be gated.

C. New Pedestrian Bridge

A new bridge for pedestrian access to Lacamas Park will be constructed over the Lacamas Lake-Round Lake Channel east of the Everett Street Bridge. The bridge will also hold one sanitary sewer force main.

The south side of the proposed pedestrian bridge will be located on Clark County property before returning to the Everett Street right of way. The City has received a license agreement with the County to install the bridge on this property.

The bridge will cross the Lacamas Road-Round Lake channel at the northeastern end of the lake. The bridge is approximately 150 feet in length and 9 feet 6 inches wide, and will be constructed of steel with a concrete deck. It will be accessed via a 10-foot wide asphalt pathway from the north and a 10-foot wide asphalt pathway connecting to an existing 8-foot asphalt pathway to south. Both access pathways and the bridge deck will comply with the Americans with Disabilities Act (ADA). A 6-foot chain link fence is proposed along the eastern side of the

northern path to prevent access to the existing water treatment facility to the east. See Sheet P8 for details.

No vehicular access is proposed to the new pedestrian bridge. The bridge will allow connection to the Lacamas Lake trail system on the south and to Everett Street and the park's overflow parking lot on the north.

III. COMPLIANCE WITH TITLE 18 ZONING

Applicable approval criteria are addressed below. The criteria are included in *italics* and the response follows each section or group of sections.

A. Chapter 18.07 Use Authorization

18.07.040 - Table 2— Residential and multifamily land uses.

The Leadbetter Road Pump Station is located in the R-7.5 Zone. Subsection 18.07.040 lists "Pumping station" under Communications and Utilities as a Conditional Use in the R-7.5 zone. This pump station is subject to Type III Conditional Use approval.

18.07.050 - Park and open space land uses.

The NE 232nd Ave pump station is located in the OS Zone. This section lists "Pumping station" under Utility Uses as a Permitted Use in the OS Zone. The pedestrian bridge is located in the OS Zone and serves as both a pedestrian trail and a public utility. This section lists "Pedestrian and multi-use trails" and "Public utilities, minor" as permitted uses in the OS Zone.

B. Chapter 18.09 Density and Dimensions

The Leadbetter Road pump station is located in the R-7.5 Zone. Subsection 18.09.030 contains the development standards for sites in the residential zones. The applicable standards of the R-7.5 Zone are listed in Table 1 below. This is a new tract that will be dedicated to the city, and property lines will be created to meet these standards.

Table 1. Compliance with R-7.5 Zone Standards

Relevant Standard	Required	Proposed
Maximum Building Lot Coverage	40%	~1%
Maximum Building Height	35 ft	13 ft 6 in ¹
Minimum Front Yard Setback	20 ft	23.4 ft
Minimum Side Yard Setback	5 ft	Exceeds 5 ft
Minimum Street Side Yard Setback	20 ft	Exceeds 20 ft
Minimum Rear Yard Setback	25 ft	Exceeds 25 ft

¹ As measured from roof ridge to slab.

The NE 232nd Avenue pump station and pedestrian bridge are subject to the standards of 18.32 Park and Open Space Zoning, which is addressed later in this narrative.

C. Chapter 18.11 Parking

[...]

18.11.020 - Design.

The design of off-street parking shall be as follows:

A. Ingress and Egress. The location of all points of ingress and egress to parking areas shall be subject to the review and approval of the city.

[...]

C. Parking Spaces—Access and Dimensions. Adequate provisions shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed maneuvering aisles. The city is directed to promulgate and enforce standards for maneuvering aisles and parking stall dimensions, and to make such standards available to the public.

D. Small Car Parking Spaces. A maximum of thirty percent of the total required parking spaces may be reduced in size for the use of small cars, provided these spaces shall be clearly identified with a sign permanently affixed immediately in front of each space containing the notation "compacts only." Spaces designed for small cars may be reduced in size to a minimum of eight feet in width and fifteen feet in length. Where feasible, all small car spaces shall be located in one or more contiguous areas and/or adjacent to ingress/egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.

Response: The pump station will require access by maintenance vehicles, and generally no more than two vehicles will be on-site at any time. No parking spaces have been provided, but asphalt areas are being provided to allow maintenance vehicle access to equipment and facilities. Adequate access and turning movements for these vehicles has been provided.

The pedestrian bridge will require infrequent access by maintenance vehicles, which are anticipated to park in the adjacent parking lot. No dedicated parking has been provided.

18.11.030 - Location.

Off-street facilities shall be located as hereafter specified. Such distance shall be the maximum walking distance measured from the nearest point of the parking facility to the nearest point of the building that such facility is required to serve:

A. For single-family or two-family dwelling and motels: on the same lot with the structure they are required to serve.

B. For multiple dwelling, rooming or lodging house: two hundred feet.

C. For hospital, sanitarium, home for the aged, or building containing a club: three hundred feet.

D. For uses other than those specified above: four hundred feet.

Response: This requirement is not applicable to this project.

D. Chapter 18.13 Landscaping

18.13.020 - Scope.

Landscaping standards shall apply to all new multifamily, commercial, industrial and governmental uses, including change of use, and parking lots of four spaces or more. For conditional uses permitted in residential and multifamily districts, such as churches, schools, civic organizations, etc., the standards for landscaping will be the same as the landscaping standards in community commercial zones.[...]

Response: The NE 232nd Avenue pump station is a permitted utility use, and is subject to these standards.

The Leadbetter Road Pump Station is permitted as a conditional use in residential districts, and is subject to the standards for landscaping in community commercial zones.

18.13.040 - Procedure.

Detailed plans for landscaping shall be submitted with plans for building and site improvements. Included in the plans shall be type and location of plants and materials.

Response: The landscaping plan is included as Sheets P3, P6 and P9.

18.13.050 - Landscaping tandards.

A. The property owner shall be responsible for any future damage to a street, curb, or sidewalk caused by landscaping.

Response: The city will be responsible for any potential future damage.

B. Landscaping shall be selected and located to deter sound, filter air contaminants, curtail erosion, minimize stormwater run-off, contribute to living privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character.

Response: Landscaping has been designed to meet the above requirements. The primary focus of the landscaping at the NE 232nd Avenue and Leadbetter Road pump stations is to provide proper screening as required.

C. Plants that minimize upkeep and maintenance shall be selected.

D. Plants shall complement or supplement surrounding natural vegetation.

E. Plants chosen shall be in scale with building development.

Response: Where possible, native plants have been selected, balancing the ability to use native species with the requirement to meet screening criteria. Plants and trees selected for use at the NE 232nd Pump Station were reviewed with Clark County Park staff, as they are the adjacent property owners, and plant species were adjusted to address their comments. They have since reviewed and approved the landscaping plan for that site. Landscaping will be provided on each of the pedestrian bridge, and existing landscaping will be protected to the extent possible. See Sheets P3, P6 and P9.

F. *Minimum landscaping as a percent of gross site area shall be as follows:*

- *OS Zone (NE 232nd Ave station and pedestrian bridge): No minimum requirements*
- *CC Zone (Leadbetter Road pump station): 10% of gross site area must be landscaped*

Response: Approximately 90 percent of the gross site area for the Leadbetter Road Pump Station contains landscaping.

G. *Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of one and one-half inches, be equivalent to a fifteen-gallon container size, and be adequately staked for planting.*

H. *Evergreen trees shall be a minimum of five feet in height, fully branched, and adequately staked for planting.*

I. *Shrubs shall be a minimum of five-gallon pot size. Upright shrubs shall have a minimum height at planting of eighteen inches. Spreading shrubs at planting shall have a minimum width of eighteen inches (smaller shrub sizes may be approved where it is more appropriate within a particular landscape plan).*

J. *Ground cover, defined as living material and not including bark chips or other mulch, shall at planting, have a maximum spacing of twelve inches on center for flats, and a maximum twenty-four inches on center between mature plants from containers of one gallon or larger.*

Response: Trees will be evergreen species to more effectively meet screening requirements and specification will call for 6-7-foot tall stock that have fully branched form. Sheet P6 specifies minimum dimensions and/or container sizes for shrubs and groundcover plants in accordance with code provisions.

K. *Appropriate measures shall be taken, e.g., installations of watering systems, to assure landscaping success. If plantings fail to survive, it is the responsibility of the property owner to replace them.*

Response: The bid documents will include a 2-year plant establishment period for all landscaping. The contractor will be responsible for all watering during that time period. The City will take responsibility following the plant establishment period.

L. *Trees shall not be planted closer than twenty-five feet from the curb line of the intersections of streets or alleys, and not closer than ten feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles.*

Response: As shown in Sheets P3, P6 and P9 trees planned for this project are over 25 feet

from the curb line of intersections and over 10 feet from private driveways, fire hydrants, and utility poles.

M. Street trees shall not be planted closer than twenty feet to light standards. Except for public safety, no new light standard location should be positioned closer than ten feet to any existing street tree, and preferably such locations will be at least twenty feet distant.

Response: This project does not trigger frontage improvements or the provision of street trees, and no street trees are proposed for this project.

N. Trees shall not be planted closer than two and one-half feet from the face of the curb except at intersections, where it should be five feet from the curb in a curb return area.

Response: As shown in Sheets P3, P6 and P9, no trees are planned within 2.5 feet of any curb.

O. Where there are overhead power lines, tree species that will not interfere with those lines shall be chosen.

Response: No trees are proposed under power lines.

P. Trees shall not be planted within two feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees shall be at least four feet by four feet; however, larger cuts are encouraged because they allow additional area and water into the root system and add to the health of the tree. Space between the tree and such hard surface may be covered by permeable nonpermanent hard surfaces such as grates, bricks on sand, paved blocks, cobblestones, or ground cover.

Response: All proposed trees are over 2 feet from any permanent hard surface. No trees are proposed near sidewalks.

Q. Trees, as they grow, shall be pruned to their natural form to provide at least eight feet of clearance above sidewalks and twelve feet above street roadway surfaces.

Response: All proposed trees are over 2 feet from any permanent hard surface. No trees are proposed near sidewalks.

R. Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the city.

Response: Street trees are not proposed for this project.

S. Vision clearance hazards shall be avoided.

Response: Vision clearance hazards have been avoided for this site.

18.13.060 - Parking areas.

- B. All parking areas shall provide interior landscaping for shade and visual relief.*
- C. Parking lots shall have a minimum ratio of one tree per six double-loaded stalls or one tree per three single-loaded stalls (See Figure 18.13-1).*

Response: This project does not include any parking areas.

E. Chapter 18.18 Site Plan Review

Section 18.18.020 - Applicability.

A. Site plan review and approval shall be required for the following development activities prior to issuance of a building permit:

- 1. All new nonresidential uses for the location of any building(s);*
- 2. Any multifamily development in which more than two dwelling units would be contained;*
- 3. The expansion of any building or development as defined in CMC Section 18.18.020(A) exceeding twenty percent of the existing floor or site area, or any one thousand square foot addition, or increase in impervious coverage thereto, whichever is lesser.*

Response: City staff has indicated that the two pump stations and the pedestrian bridge meet these criteria and require site plan review.

18.18.030 - Site plans and review procedures.

A. Any use that is subject to the requirements for a site plan review shall be processed in accordance with the procedures established under CMC Chapter 18.55 Administration and Procedures for Type II project permit applications.

B. Site plan review and approval shall be required prior to issuance of grading or other building permits.

Response: The proposed use is subject to site plan review and will be processed as a Type II permit. The request is being submitted concurrently with a Type III Conditional Use application to permit the Leadbetter Road station, and will be processed according to Type III procedures.

18.18.040 - Submittal and contents of a complete application.

In addition to the submittal requirements under CMC Chapter 18.55 Administration and Procedures, each application for site plan review shall contain the following information. Items may be waived if, in the judgment of the community development department, the items are not applicable to the particular proposal.

- A. A written description addressing the scope of the project, the nature and size in gross floor area of each use, and the total amount of square feet to be covered by impervious surfaces;*

Response: The submitted narrative includes this information.

B. *A vicinity map showing site boundaries, and existing roads and accesses within and bounding the site;*

Response: A vicinity map showing site boundaries and existing roads and accesses within and bounding the site is included as Sheet P1.

C. *A topographic map based upon a site survey delineating contours, existing and proposed, at no less than five-foot intervals, and which locates existing streams, marshes, and other natural features;*

Response: A site survey was conducted in early 2016. A topographic map based on that site survey and showing the required information is included as Sheets P10 through P19.

D. *Site plans drawn to a scale no smaller than one inch equals fifty feet showing location and size of uses, buffer areas, proposed areas of disturbance or construction outside of the building footprint, yards, open spaces and landscaped areas, and any existing structures, easements and utilities;*

Response: A site plan at a scale of 1":20' and showing the required information is included as Sheets P2, P5 and P8.

E. *A circulation plan drawn to a scale acceptable to the community development director illustrating all access points for the site, the size and location of all driveways, streets, and roads, with proposed width and outside turning radius, the location, size, and design of parking and loading areas, and existing and proposed pedestrian circulation system. If a project would generate more than one hundred average daily trips either based on the latest edition of the International Transportation Engineer's (ITE) Trip Generation Manual or evidence substantiated by a professional engineer licensed in the state of Washington with expertise in traffic engineering, a traffic impact study shall be submitted;*

Response: A circulation plan including the required information is included as Sheets P2 and P5.

Each pump station site has been provided access and parking suitable for the use, which will be for maintenance vehicles. The pedestrian bridge is accessible by maintenance vehicles and is located adjacent to an existing parking lot. The NE 232nd Avenue Pump Station will have a "hammerhead" for turning around. Because of the steep elevations, the Leadbetter Road Pump Station will not have a hammerhead, and maintenance vehicles will back in or out of the short drive. City maintenance staff have been involved in the development of the access roads.

The NE 232nd Avenue Pump Station will be accessed using a new paved entrance off of NE 232nd Ave.

The Leadbetter Road Pump Station will be accessed from a new roadway proposed for the CJ Dens development, approximately 1,200 feet northwest of Adams Street. The pump station will share a tract with the developer's stormwater facility.

The pedestrian bridge will be accessed via the existing parking lot and circulation system to the south.

The pedestrian bridge will be accessed via the existing parking lot and circulation system to the south.

The project is a public infrastructure project and is not listed as a land use in the ITE Trip Generation Manual. Because there are no employees on site and vehicular trips to and from the site occur infrequently for maintenance and repairs, it is reasonable to assume that the pump stations will collectively generate fewer than 100 average daily trips, and a traffic impact study is not required.

F. A preliminary drainage and stormwater runoff plan;

Response: Preliminary drainage and stormwater runoff plans for the NE 232nd Avenue and Leadbetter Road pump stations are included as Sheets P19 and P20.

G. A utility plan;

Response: A utility plan is included as Sheets P2 and P5. The proposed project is a sewer utility, and includes water lines for a portion of the project. Each pump station site is served by water and electricity.

H. A plot plan of all proposed landscaping including the treatment and materials used for open spaces, and the types of plants and screening to be used;

Response: A landscaping plan including the required information is included as Sheets P3, P6 and P9. No open space is proposed as part of the project. Landscape screening will be installed at each pump station, with additional screening provided for the NE 232nd Avenue Pump Station to meet open space and park standards.

I. Typical building elevation and architectural style; and

Response: The project will install equipment canopies at the 232nd Avenue and Leadbetter Road pump stations, which cover some of the mechanical components of the site. The design of these canopies is illustrated on Sheets P4 and P7. In addition, although the majority of the pump station structures are below ground, there are some aboveground components. Visible components vary by station and include bio-filter fans, surge tanks; compressors within noise enclosures; chemical storage tanks and associated infrastructure; pig launchers; and piping.

The new pedestrian bridge will be consist of a steel structure and a concrete deck and will be pre-fabricated and delivered to the site in pieces. See Sheet P8.

J. An engineer estimate of costs for site improvements, both public and private.

Response: An engineer's estimate of the cost of the proposed improvements is attached as Appendix F.

18.18.060 - Criteria for approval.

The city shall consider approval of the site plans with specific attention to the following:

A. Compatibility with the city's comprehensive plan;

Response: Applicable policies of the City's Comprehensive Plan are contained in Chapter 5 Public Facilities and Services. Compatibility with those policies is addressed below. This criterion is met.

B. Compliance with all applicable design and development standards contained in this title and other applicable regulations;

Response: The proposed pump stations are categorized as "Pumping station" use in Chapter 18.07 Use Authorization, and the pedestrian bridge is both a "Pedestrian and multiuse path" and a "Public utility." "Pumping station" uses are permitted in the R-7.5 zone as a Conditional Use. Subsection 18.07.050 identifies the uses permitted in the City's park and open space zones. "Pumping station," "Pedestrian and multiuse path," and "Public utility" uses are permitted outright in the OS Zone.

The Leadbetter Road Pump Station is located in the R-7.5 Zone and is subject to the standards of Subsection 18.09.040 Table 2. The standards of that subsection are addressed in this narrative.

The NE 232nd Avenue Pump Station and the new pedestrian bridge are located in the County's PF Zone and the City's OS Zone, respectively, and are subject to the standards of Subsection 18.32.030. The standards of that subsection are addressed in this narrative.

The pump stations and the pedestrian bridge are also subject to Chapter 18.18 Design Review. Compliance with that chapter is addressed below.

This criterion is met.

C. Availability and accessibility of adequate public services such as roads, sanitary and storm sewer, and water to serve the site at the time development is to occur, unless otherwise provided for by the applicable regulations;

Response: The proposed project will provide sanitary sewer services to sites throughout the project area. The required roads, water, and electricity to serve the development is available and accessible. This criterion is met.

D. Adequate provisions are made for other public and private services and utilities, parks and trails (e.g., provide copies of private covenant documents);

Response: Portions of the project alignment also include water pipes to serve current and future development adjacent to the sewer alignment. In addition, a portion of the T-3 Trail System will be dedicated and constructed as part of the project. This criterion is met.

E. Adequate provisions are made for maintenance of public utilities; and

Response: The project will be under the jurisdiction of the City of Camas and will be maintained by the City. This criterion is met.

F. All relevant statutory codes, regulations, ordinances and compliance with the same. The review and decision of the city shall be in accordance with the provisions of CMC Chapter 18.55 Administration and Procedures.

Response: Compliance with all relevant statutory codes, regulations, and ordinances are addressed within this narrative. The review and decision shall be completed in accordance with the provisions of CMC Chapter 18.55 Administration and Procedures. This criterion is met.

18.18.080 - Duration of approval.

Construction on the project must commence within twenty-four months from the date of final action by the city; otherwise, the approval of the project becomes null and void.

Response: Construction on the project is anticipated to begin in Spring 2017, within 24 months of the anticipated date of final action by the city.

F. Chapter 18.19 Design Review

18.19.020 - Scope.

Design review is required for all new developments within commercial, mixed-use, business park, or multifamily zones, redevelopment (including change in use, e.g., residential to commercial), or major rehabilitation (exterior changes requiring a building permit or other development permit). Commercial uses in the context of design review include both traditional uses listed as commercial under the zoning code as well as recreational, religious, cultural, educational, and governmental buildings and associated properties. Additionally, design review is applicable to all new developments or redevelopments within a gateway area as defined in the design review manual.

Response: The proposed pump stations and pedestrian bridge are new development and are subject to Minor Design Review.

18.19.030 - Design review manual adopted.

The city's design standards are primarily contained in the design review manual, which was adopted by the city.

18.19.050 - Design principles.

The principles as provided in the DDM or DRM are mandatory and must be demonstrated to have been satisfied in overall intent in order for approval of a design review application to be granted. Standard principles shall apply to all commercial, mixed use, or multifamily uses. Specific principles are used in addition to the standard principles for gateways and corridors, commercial, mixed uses, and multifamily (e.g. apartments, townhouses, duplexes).

A. Standard Principles.

- 1. Landscaping shall be done with a purpose. It shall be used as a tool to integrate the proposed development into the surrounding environment.*
- 2. All attempts shall be made at minimizing the removal of significant natural features. Significant natural*

- features shall be integrated into the overall site plan.*
3. *Buildings shall have a "finished" look. Any use of panelized materials shall be integrated into the development in a manner that achieves a seamless appearance.*
 4. *A proposed development shall attempt to incorporate or enhance historic/ heritage elements related to the specific site or surrounding area.*

Response: Per City staff, the proposed pump stations and pedestrian bridge are subject to the general principles and guidelines of the Design Review Manual. Compliance with the Standard Principles & Guidelines is described in Table 2.

18.19.060 - Guidelines.

A. *The guidelines include five major categories:*

1. *Landscaping and screening;*
2. *Architecture;*
3. *Massing and setbacks;*
4. *Historic and heritage preservation; and*
5. *Circulation and connections.*

B. *Each of the major guidelines include subcategories. Compliance with the guideline categories and subcategories demonstrate compliance with the principles. However, not every guideline may be deemed applicable, and therefore required, by the approval authority. Additionally, the approval authority may approve a variance from one or more guidelines, provided the overall intent of the principles is satisfied. [...]*

Response: Per City staff, the proposed pump stations are subject to the general principles and guidelines of the Design Review Manual. Compliance with the Standard Principles & Guidelines is described in Table 2.

Table 2. Compliance with Design Review Manual

Standard Design Principles & Guidelines	Principle/Guideline	Applicant Response
Standard Design Principles		
	1. <i>Landscaping shall be done with a purpose. It shall be used as a tool to integrate the proposed development into the surrounding environment.</i>	The landscaping at each pump station is intended to provide a soft transition between the pump station structures and open area surrounding them. The landscaping at each site is unique and intended to reflect the surrounding environment. Some landscaping is proposed for each end of the pedestrian bridge, and it will be a functioning public trail.
	2. <i>All attempts shall be made at minimizing the removal of significant natural features. Significant natural features shall be integrated into the overall site plan.</i>	No significant natural features exist on the pump station sites or the pedestrian bridge site.

Standard Design Principles & Guidelines	Principle/Guideline	Applicant Response
	3. <i>Buildings shall have a "finished" look. Any use of panelized materials shall be integrated into the development in a manner that achieves a seamless appearance.</i>	The proposed canopy structures will be constructed of wood-clad metal supports and a gabled roof with cementitious shingles. No panelized materials are proposed. The proposed bridge will be constructed of concrete and steel.
	4. <i>A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.</i>	The 232 nd Avenue/Camp Currie pump station is located within the Camp Currie site. The pump station will be enclosed with a wooden fence to reflect the rustic park environment.
Standard Design Guidelines		
Landscaping & Screening		
	<i>Landscaping and screening is an important factor in determining the overall character of the building site. Landscaping should be done with purpose, such as providing a buffer against less intense uses, screening parking or other components viewed as being intrusive, and defining the streetscape.</i>	Landscaping and screening is proposed for each pump station site in order to provide a visual buffer from public rights-of-way (streets and trails) and nearby development.
	<i>Signage should be placed on buildings or incorporated into the landscaping. If signs are illuminated, then they shall be front lit (light cast onto the face of the sign from a source positioned in front of the sign). Signage in the landscaping should be built in to the vegetation to keep it from being the main focus – similar to the light industrial zones. Efforts should be made to make signs vandal resistant. The intent is for the landscape not to be dominated by signage as well as to soften the visual impact. (see exhibit 1)</i>	No new signage is proposed.
	<i>Outdoor furnishings, when used, should be compatible with the immediate environment.</i>	No outdoor furnishings are proposed.

<i>Standard Design Principles & Guidelines</i>	<i>Principle/Guideline</i>	<i>Applicant Response</i>
	<i>If the site is to be fenced, then the fencing should be incorporated into the landscaping so as to have little or no visual impact. (see exhibit 2)</i>	<p>Fencing is proposed for each of the pump station sites and the pedestrian bridge site.</p> <p>The 232nd Avenue Pump Station will be enclosed with a wood fence to reflect the rustic surroundings. See Sheet P4 for details. The fence will be largely shielded from view from 232nd Avenue by a combination of Western Red Cedar and native shrubs.</p> <p>The Leadbetter Road pump station will be surrounded by a fence which will be largely shielded from public view by a combination of existing trees and proposed landscaping, which includes a mix of Weeping Alaska Cedar and Douglas Fir trees and a mix of native shrubs within the 20 ft front setback.</p> <p>The northern access to the pedestrian bridge will be fenced along the eastern edge to prevent access to the City's water treatment facility. The proposed fence is a 6-foot chain link fence.</p>
	<i>The vegetation to be utilized should encourage native, low maintenance plantings. Trees planted along streetscapes with overhead power lines should include only those identified on the City's Street Tree List. When possible, existing significant trees or other natural features that do not pose a hazard or hinder development should be required to remain and be incorporated into the landscaping and site plans.</i>	<p>The landscaping plan has been prepared in coordination with the Clark County and City of Camas Parks Department to ensure that the plantings are low maintenance. The proposed trees, shrubs, and ground cover are native plants. Proposed trees are located on-site and no streetscape trees are proposed.</p> <p>A number of existing trees will remain on each of the three sites and have been incorporated into the landscaping plans included as Sheets P3, P6 and P9.</p>

<i>Standard Design Principles & Guidelines</i>	<i>Principle/Guideline</i>	<i>Applicant Response</i>
	<i>Landscape lighting should be low voltage, non-glare, and indirect. Street lighting, such as light poles and lamps, should be compatible with other nearby lighting on the same street, unless other lighting is expected to be replaced in the foreseeable future or a nostalgic theme compatible with the proposed development is desired.</i>	No landscape lighting or street lighting is proposed.
<i>Massing & Setbacks</i>		
	<i>Higher density/ larger structures abutting lower density residential structures should be designed to mitigate size and scale differences. In some cases, creating a natural buffer may be appropriate. (see exhibit 3)</i>	The structures proposed for the 232 nd Avenue and Leadbetter Road pump stations are canopies that have been designed to reflect nearby park and residential structure designs. They are of modest size and scale (13 ft 6 in tall and 200-250 sq ft) and do not present size or scale differences.
<i>Architecture</i>		
	<i>Buildings should have a “finished”, sound, durable, and permanent appearance. Use of panelized materials should be integrated into the development in a manner that achieves a seamless appearance. This would bring into question the use of corrugated materials, standing seam, T-1 11, or similar siding materials, unless it can be shown through the use of renderings or other visual applications that the use of these materials will produce a development with a high visual (or aesthetic) quality. The applicant and/ or developer will be held accountable for ensuring that the finished development resembles and is in compliance with the submitted renderings as approved by the City.</i>	The proposed canopy structures will be constructed of steel supports wrapped with wood to provide a natural, permanent appearance. No panelized materials are proposed for the structures, which are open-sided. The pedestrian bridge will be constructed of concrete and steel.
	<i>Placement of buildings should preserve significant natural features, such as rocks, trees, etc. In doing so, developers may make use of site variances such as adjusting setbacks. (see exhibit 4)</i>	There are no significant natural features on the pump station sites.
	<i>Building walls or fences visible from roadways should be articulated in order to avoid a blank look. The wall can be broken up by including some combination of window/ display space, plantings, offsetting walls with two-tone colors, or creating plazas, water features, art (civic, pop, etc.), awnings, or similar devices. (see exhibit 5)</i>	Pump station fences will be screened from roadways by landscaping of varying heights. No building walls are proposed for the pump stations.

Standard Design Principles & Guidelines	Principle/Guideline	Applicant Response
	<i>The use of bold colors should be avoided except when used as minor accents.</i>	The proposed color palette of the canopy structures and the bridge is natural.
Historic and Heritage Preservation		
	<i>The use of Historic Markers, information kiosks, project names, architectural features, or other elements of the project should promote the historic heritage of the site or surrounding area.</i>	The 232 nd Avenue Pump Station is located within the historic Camp Currie. However, the station has been designed to recede into the park rather than command attention and no historic markers or signage is proposed for the site.

G. Chapter 18.32- Park and Open Space Zoning

18.32.010 - Applicability.

The regulations of this chapter apply only to land held in public trust.

Response: The NE 232nd Avenue Pump Station and pedestrian bridge are proposed on land owned by the City of Camas and Clark County Parks. These regulations are applicable.

18.32.020 - Permitted uses.

Uses shall be allowed in accordance with Table 18.07.050 - Park and open space land uses. Park use is also subject to the requirements and limitations of Chapter 12.32 Park Rules and Regulations.

Response: Table 18.07.050 lists “Pumping station” as a permitted use in the OS Zone. The NE 232nd Avenue Pump Station is zoned County PF. The City and County have agreed to apply the City’s OS regulations to the County zone. “Pumping station,” “Pedestrian and multiuse path,” and “Public utility uses are allowed by right in both of these zones. No park use is proposed.

18.32.030 - Development standards.

- A. Lot Area. There is no minimum or maximum lot size in the Park zoning districts.*
- B. Setbacks. The minimum setbacks are twenty feet.*
- C. Building lot coverage. The maximum building lot coverage shall not exceed thirty-five percent of lot area, with the exception of community or recreation centers, where lot coverage shall not exceed sixty percent.*
- D. Landscaping. All required yard setbacks shall be landscaped. Any storage areas visible to the right-of-way shall be screened. Parking area landscaping shall be consistent with CMC Chapter 18.13 Landscaping. [...]*

Response: The NE 232nd Avenue Pump Station and pedestrian bridge are located in the County’s PF Zone and is being reviewed for compliance with these regulations. The applicable standards of the OS zone are listed below. See Table 3.

Table 3. Compliance with OS Zone Standards

Applicable Standards	OS Zone Requirement	Proposed – 232nd Ave	Proposed – Pedestrian Bridge
Minimum Setbacks	30 ft (Leadbetter Rd) ² 20 ft (Bridge)	~39 ft	~67 ft from Everett Street
Building Lot Coverage	35%	>1%	>1%
Landscaping	All required yard setbacks shall be landscaped. Any storage areas visible to the right-of-way shall be screened.	The required yard setback is landscaped with a combination of Western Red Cedar and a variety of shrubs. No storage areas are proposed.	No landscaping or storage areas are proposed.

F. Signs. Signs shall be permitted according to the provisions of Chapter 18.15 Signs, under the commercial zoning standards.

Response: No signs are proposed. This standard is not applicable.

18.32.040 - Site plan review and design review.

A. Before a clearing, grading or building permit will be issued; Site Plan approval per Chapter 18.18 Site Plan Review is required. A phased site plan may be allowed in order to guide a new park development as funds and resources become available.

Response: Site Plan approval has been requested as part of this application. See the responses for Chapter 18.18 Site Plan Review.

B. When Design Review is applicable; the Parks & Recreation Commission shall conduct design review and find that the development is generally consistent with the design standards of CMC Chapter 18.19 Design Review, guidelines and principles for commercial and mixed uses.

Response: Design Review is applicable and has been required as part of this application. See the responses to Chapter 18.19 Design Review.

² Per 17.19.030 - Tract, block and lot standards.

H. Chapter 18.43 Conditional Use Permits

Response: The Leadbetter Road Pump Station is located within the R-7.5 Zone, which is a residential zone. A Conditional Use Permit is required to establish a pump station in this location.

18.43.050 - Criteria.

The hearings examiner shall be guided by all of the following criteria in granting or denying a conditional use permit:

A. The proposed use will not be materially detrimental to the public welfare, or injurious to the property or improvements in the vicinity of the proposed use, or in the district in which the subject property is situated;

Response: The proposed “Pumping station” uses are a component of a public infrastructure system that will benefit the public welfare through the provision of adequate sewer service to development in the North Shore Area. The pump station structures will be located on small sites and will be screened from the surrounding vicinity/district through a combination of landscaping and fencing. This criterion is met.

B. The proposed use shall meet or exceed the development standards that are required in the zoning district in which the subject property is situated;

Response: As described in the responses above, the proposed pump station and associated structures will meet or exceed the development standards of the R-7.5 zone in which it is located. This criterion is met.

C. The proposed use shall be compatible with the surrounding land uses in terms of traffic and pedestrian circulation, density, building, and site design;

Response: The proposed pump station is located on a vacant site with no active development proposals. However, it is assumed that future land uses will be residential in nature. The pump station will also front a future public trail (the T-3 trail) when Leadbetter Road is abandoned for a planned new north-south road.

The pump station will not generate traffic and will be accessed infrequently by maintenance vehicles. The station location does not preclude future development of the site with single-family homes meeting the density requirements of the R-7.5 Zone.

The site includes aboveground equipment including a transformer, generator, blower, pig launchers, electrical controllers and surge tank. The maximum height of this equipment is 8 ft. The site also contains a canopy structure, which has been designed to resemble residential accessory structures as much as possible. The structure includes a gable roof which will be shingled with cementitious materials, and the structural supports will be constructed of steel wrapped with treated wood.

The site improvements will be surrounded with a fence and will be softened by significant landscaping between the improvements and the future T-3 trail alignment. See Sheet P6 Landscaping Plan for details.

D. Appropriate measures have been taken to minimize the possible adverse impacts that the proposed use may have on the area in which it is located;

Response: Possible adverse impacts related to the proposed use include odor, noise, and visual impacts. However, the possible adverse impacts have been mitigated and result in no impact to the surrounding area.

Potential odor from the stations is mitigated by the use of biofiltration systems and chemicals added to the wastewater to eliminate the odorous compounds; the stations are quiet but are equipped with emergency generators in the event of a power outage. These generators are operated routinely for short periods to make sure they operate correctly, and they will turn on automatically in the event of a power outage. The pumps themselves make a little noise that is heard only when standing over the pump station wetwell. Possible visual impacts are being mitigated through the use of landscaping, including native trees and shrubs, and fencing. This criterion is met.

E. The proposed use is consistent with the goals and policies expressed in the comprehensive plan;

Response: Relevant Comprehensive Plan goals and policies are contained in Section 5.11 City Utilities. This project is included in the City's Sewer Comprehensive Plan as the method for providing sewer service to the City's newly annexed North Shore area.

F. Any special conditions and criteria established for the proposed use have been satisfied. In granting a conditional use permit the hearings examiner may stipulate additional requirements to carry out the intent of the Camas Municipal Code and comprehensive plan.

Response: There are no special conditions or criteria for "Pumping Station" uses contained in the municipal code. This criterion is not applicable.

I. Chapter 18.55 Administration and Procedures

18.55.050 - Initiation of action.

Except as otherwise provided, Type I, II, III, or BOA applications may only be initiated by written consent of the owner(s) of record or contract purchaser(s). Legislative actions may be initiated at the request of citizens, the city council, planning commission, or department director or division manager.

Response: This application has been initiated by the owners of record or contract purchasers: the City of Camas; Clark County; and CJ Dens.

18.55.060 - Preapplication conference meeting—Type II, Type III.

- A. Prior to submitting an application for a Type II or Type III application, the applicant shall schedule and attend a preapplication conference with city staff to discuss the proposal. The preapplication conference shall follow the procedure set forth by the director.*
- B. To schedule a preapplication conference the applicant shall contact the planning department. The purpose of the preapplication conference is for the applicant to provide a summary of the applicant's development proposal to staff and in return, for staff to provide feedback to an applicant on likely impacts, limitations, requirements, approval standards, fees, and other information that may affect the proposal. The director may provide the applicant with a written summary of the preapplication conference within ten days after the preapplication conference.*
- C. Notwithstanding any representations by city staff at a preapplication conference, staff is not authorized to waive any requirements of the city code. Any omission or failure by staff to recite to an applicant all relevant applicable code requirements shall not constitute a waiver by the city of any standard or requirement.*
- D. A preapplication conference shall be valid for a period of one hundred eighty days from the date it is held. If no application is filed within one hundred eighty days of the conference or meeting the applicant must schedule and attend another conference before the city will accept a permit application. Any changes to the code or other applicable laws which take effect between the preapplication conference and submittal of an application shall be applicable.*
- E. The director may waive the preapplication requirements if, in the director's opinion, the development does not warrant these steps.*

Response: The project team attended a preapplication conference with City staff on June 16, 2016. This application was originally submitted on November 18, 2016, within 180 days of that meeting. The preapplication meeting notes are attached as Appendix A.

18.55.110 - Application—Required information.

Type II or Type III applications include all the materials listed in this subsection. The director may waive the submission of any of these materials if not deemed to be applicable to the specific review sought. Likewise, the director may require additional information beyond that listed in this subsection or elsewhere in the city code, such as a traffic study or other report prepared by an appropriate expert where needed to address relevant approval criteria. In any event, the applicant is responsible for the completeness and accuracy of the application and all of the supporting documentation. Unless specifically waived by the director, the following must be submitted at the time of application:

- A. A copy of a completed city application form(s) and required fee(s);*
- B. A complete list of the permit approvals sought by the applicant;*
- C. A current (within thirty days prior to application) mailing list and mailing labels of owners of real property within three hundred feet of the subject parcel, certified as based on the records of Clark County assessor;*

D. *A complete and detailed narrative description that describes the proposed development, existing site conditions, existing buildings, public facilities and services, and other natural features. The narrative shall also explain how the criteria are or can be met, and address any other information indicated by staff at the preapplication conference as being required;*

E. *Necessary drawings in the quantity specified by the director;*

F. *Copy of the preapplication meeting notes (Type II and Type III);*

G. *SEPA checklist, if required;*

Response: The application includes the required information. A mailing list and mailing labels of owners of property within 300 ft of the subject parcels has been prepared and is included as Appendix G; a project description is included in the Project Description section of this narrative and compliance with applicable approval criteria is addressed throughout; necessary drawings are attached as Exhibits; the pre-application meeting notes are attached as Appendix A; and the SEPA checklist and addendum are attached as Appendices B and C.

IV. COMPLIANCE WITH TITLE 17 LAND DEVELOPMENT

Chapter 17.19 Design and Improvement Standards

17.19.030 - Tract, block and lot standards.

[...]

F. Landscaping.

[...]

- 6. Storm drainage facilities, pump stations and other visible facilities shall be setback a minimum of thirty feet from any street or accessory structure and be landscaped in accordance with criteria in the Camas Design Standard Manual.*

Response: Both the Leadbetter Road and NE 232nd Avenue Pump Stations are over 30 feet from any street or accessory structures.

V. CONCLUSION

The request for Conditional Use, Site Plan, and Design Review has been shown to be consistent with the applicable standards of the City of Camas. The applicant respectfully requests approval of the applications.